ATTACHMENTS UNDER SEPARATE COVER

ORDINARY COUNCIL MEETING 23 FEBRUARY 2021



PORT STEPHENS

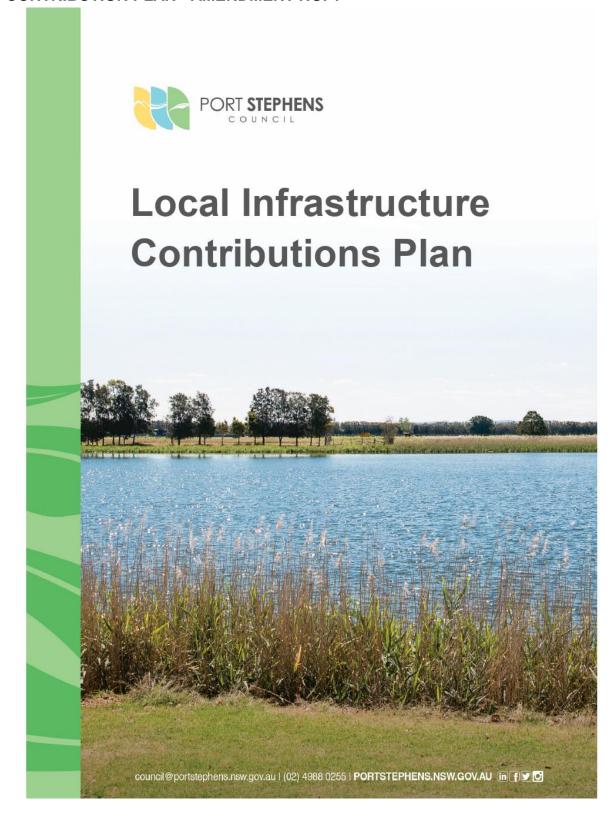
COUNCIL

ORDINARY COUNCIL - 23 FEBRUARY 2021 - ATTACHMENTS				

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Port Stephens Local Infrastructure Contribution Plan

1.0 Executive Summary

Part 7of the Environmental Planning and Assessment Act 1979 (the Act) authorises Port Stephens Council (Council) to collect contributions of money, land or both from new development to provide for local infrastructure needs. The Port Stephens Local Infrastructure Contributions Plan (the Plan) has been prepared in accordance with the Act for the purpose of imposing conditions requiring contributions. The Plan authorises the imposition of conditions of consent requiring contributions and provides the framework for the calculation and collection of contributions.

The Plan describes the areas where contributions apply, the types of new development required to pay contributions, how contributions are calculated and the infrastructure that will be funded (wholly or partly) by contributions.

In the period 2016-2036, the population of Port Stephens is expected to increase at a rate of 1.1% per annum. Council will provide new or upgraded local infrastructure such as roads, parks and sporting facilities to accommodate this growth. This Plan sets out the infrastructure and upgrades that will be funded (wholly or partly) by new development and the rate of contributions that will be levied.

The Plan was adopted by Council at a meeting held on 10 December 2019 and came into effect on 1 January 2020. The Plan supplements the provisions of the *Port Stephens Local Environmental Plan LEP 2013* (LEP) (as amended from time to time).

1.1 Structure of the Plan

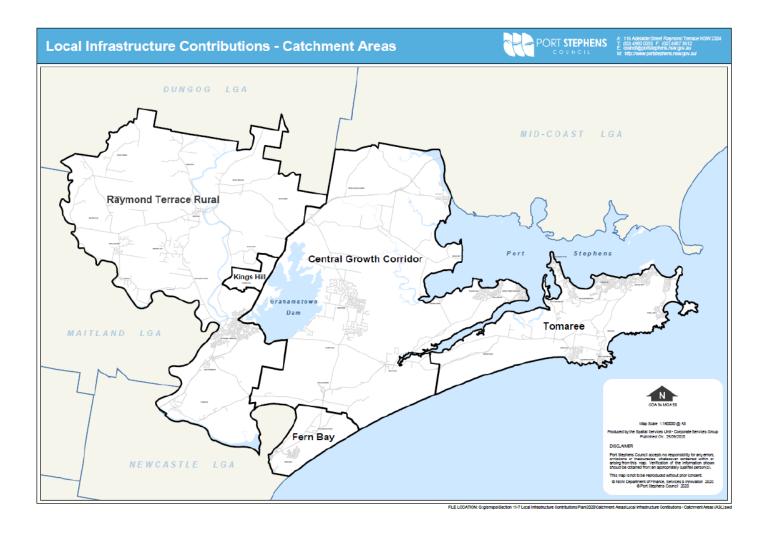
The Plan has the following chapters:

- Chapter 1 Executive Summary: A summary of the essential components of the Plan, including a summary of the contribution rates;
- Chapter 2 Introduction: Outlines the purpose and objectives of the Plan, including the catchments of land and the types of development it applies to;
- Chapter 3 Plan Operation: Provides a description of how the contributions are calculated, how they will be indexed in the future and details on making payments;
- Chapter 4 Administration: Describes the management and administration of the Plan, including how contributions are reported;
- Chapter 5 Contribution Strategy: Lists each local infrastructure contribution category within each catchment in detail and includes the nexus between new development and the need for additional local infrastructure.
- Appendices: Includes a detailed Work Schedule that lists the infrastructure and upgrade works to be funded (wholly or partly) by contributions and maps showing the location of the works.

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1.2 Summary of Contribution Rates

For the purposes of this Plan, the local government area (LGA) has been divided into 4 catchments as illustrated in the Catchment Area Map above.

Contributions rates for each catchment have been calculated based on the items listed in the Work Schedule at Appendix A and the Contribution Strategy in Chapter 5 of this Plan.

Table 1 below provides a summary of the contributions payable towards the specific infrastructure categories in each catchment. Further details are provided in Chapter 5 of this Plan.

Table 1 – Summary of local infrastructure contribution category rates per catchment

_	Catchment Rate (per dwelling/lot)				
Infrastructure Category	Raymond Terrace and the West	Central Growth Corridor	Tomaree	Fern Bay	Kings Hill URA
Civic Administration – Plan Management	\$449	\$449	\$449	\$449	\$449
Civic Administration – Works Depot	\$1,171	\$1,171	\$1,171	\$1,171	\$1,171
Town Centre Upgrades	\$3,155	\$3,155	\$3,155	\$3,155	\$3,155
Public Open Space, Parks and Reserves	\$777	\$2,112	\$1,914	\$320	\$320
Sports and Leisure Facilities	\$1,714	\$2,664	\$1,821	\$1,533	\$1,533
Community and Cultural Facilities	\$409	\$409	\$1,233	\$409	\$409
Road Works	\$5,001	\$2,984	\$3,320	\$2,515	\$0
Medowie Traffic and Transport	\$0	\$2,938	\$0	\$0	\$0
Shared Paths	\$3,606	\$466	\$3,041	\$2,620	\$0
Bus Facilities	\$17	\$30	\$11	\$1,045	\$0
Fire and Emergency	\$34	\$0	\$228	\$0	\$0

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Flood and Drainage Works	\$672	\$1,652	\$1,756	\$0	\$0
Cross Boundary Contributions	\$0	\$0	\$0	\$3,113	\$0
Kings Hill Urban Release Area	\$731	\$279	\$279	\$279	\$15,829
Total	\$17,736	\$18,309	\$18,378	\$16,609	\$22,866

Table 2 – Summary of discounts for Secondary Dwellings, Tourist and Visitor Accommodation and Housing for Seniors or People with a Disability

eniors of reopie with a bisa		Catchment	t Rate (per	dwelling/lot)	
Infrastructure Category	Raymond Terrace and the West	Central Growth Corridor	Tomaree	Fern Bay	Kings Hill URA
Civic Administration – Plan Management	\$225	\$225	\$225	\$225	\$225
Civic Administration – Works Depot	\$586	\$586	\$586	\$586	\$586
Town Centre Upgrades	\$1,578	\$1,578	\$1,578	\$1,578	\$1,578
Public Open Space, Parks and Reserves	\$389	\$1,056	\$957	\$160	\$160
Sports and Leisure Facilities	\$857	\$1,332	\$911	\$767	\$767
Community and Cultural Facilities	\$205	\$205	\$617	\$205	\$205
Road Works	\$2,501	\$1,492	\$1,660	\$1,258	\$0
Medowie Traffic and Transport	\$0	\$1,469	\$0	\$0	\$0
Shared Paths	\$1,803	\$233	\$1,521	\$1,310	\$0
Bus Facilities	\$9	\$15	\$6	\$523	\$0
Fire and Emergency	\$17	\$0	\$114	\$0	\$0
Flood and Drainage Works	\$336	\$826	\$878	\$0	\$0

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Cross Boundary Contributions	\$0	\$0	\$0	\$1,557	\$0
Kings Hill Urban Release Area	\$366	\$140	\$140	\$140	\$7,915
Total	\$8,868	\$9,155	\$9,189	\$8,305	\$11,433

Table 3 - Summary of discounts for Caravan Parks

e 3 – Summary of discounts			Rate (per	dwelling/lot)	
Infrastructure Category	Raymond Terrace and the West	Central Growth Corridor	Tomaree	Fern Bay	Kings Hill URA
Civic Administration – Plan Management	\$225	\$225	\$225	\$225	\$225
Civic Administration – Works Depot	\$586	\$586	\$586	\$586	\$586
Town Centre Upgrades	\$1,578	\$1,578	\$1,578	\$1,578	\$1,578
Public Open Space, Parks and Reserves	\$389	\$1,056	\$957	\$160	\$160
Sports and Leisure Facilities	\$857	\$1,332	\$911	\$767	\$767
Community and Cultural Facilities	\$205	\$205	\$617	\$205	\$205
Road Works	\$4,001	\$2,387	\$2,656	\$2,012	\$0
Medowie Traffic and Transport	\$0	\$2,350	\$0	\$0	\$0
Shared Paths	\$1,803	\$233	\$1,521	\$1,310	\$0
Bus Facilities	\$9	\$15	\$6	\$523	\$0
Fire and Emergency	\$17	\$0	\$114	\$0	\$0
Flood and Drainage Works	\$336	\$826	\$878	\$0	\$0
Cross Boundary Contributions	\$0	\$0	\$0	\$1,557	\$0

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Kings Hill Urban Release Area	\$366	\$140	\$140	\$140	\$7,915
Total	\$10,368	\$10,931	\$10,185	\$9,059	\$11,433

Table 4 – Summary of road haulage contribution

Development Type	Contribution Amount
Extractive Industry and/or mining	\$0.084/t/km

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2.0 Introduction

2.1 Name of this Plan and Commencement

This is the Port Stephens Local Infrastructure Contributions Plan 2020 (the Plan). The Plan commenced on 1 January 2020. Amendments to the Plan are identified in Appendix B.

2.2 Purpose and Objectives of this Plan

The primary purpose of the Plan is to satisfy the requirements of the Environmental Planning and Assessment Act 1979 (the Act) and authorise the imposition of conditions of consent requiring contributions for the provision of public services and amenities as a result of the increase in demand caused by new development.

The objectives of the Plan are to:

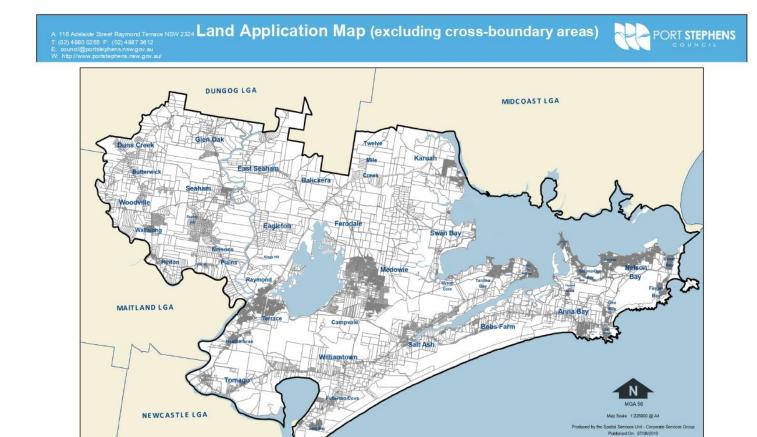
- (a) Authorise the consent authority, or an accredited certifier, to impose conditions under Section 7.11 and 7.12 of the Act requiring contributions when granting consent to development on land to which this Plan applies, including complying development;
- (b) Provide an administrative framework for Port Stephens Council (Council) in relation to contributions towards the provision, extension or augmentation of local infrastructure:
- (c) Identify additional local infrastructure that will be required to service future development;
- (d) Ensure that local infrastructure is provided to service the needs of the future population without unfairly burdening the existing community with the costs of providing this infrastructure;
- (e) Enable Council to recoup funds it will or may spend in the provision of local infrastructure in anticipation of new development, subject to any amendment to the plan;
- (f) Provide a comprehensive strategy for the assessment, collection, expenditure, accounting and review of local infrastructure contributions on an equitable basis; and
- (g) Ensure Council is accountable in the administration of the Plan and the local infrastructure contributions framework.

2.3 Land to which this Plan Applies

This Plan applies to all land within the Port Stephens Local Government Area (LGA) (see Land Application Map below).

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2.4 Interpretation

Words and expressions used in this Plan have the same meaning as the Act and *Port Stephens Local Environmental Plan 2013* (PSLEP), unless otherwise defined in the Plan.

2.5 Development to which this Plan Applies

This Plan applies to development as outlined in the table below.

DEVELOPMENT TYPE	DEVELOPMENT CONTRIBUTION TYPE
The subdivision of land, where the subdivision would facilitate a potential increase in the number of dwellings permitted on that land	Section 7.11
Residential accommodation	Section 7.11
Seniors housing as defined in the State Environmental Planning Policy (Housing for Seniors of People with a Disability) 2004 (Seniors Housing SEPP), excluding residential care facilities	Section 7.11
Tourist and visitor accommodation	Section 7.11
Caravan parks	Section 7.11
Moveable dwellings	Section 7.11
Manufactured homes, as defined in State Environmental Planning Policy 36 – Manufactured Home Estates	Section 7.11
Manufactured home estates, as defined in <i>State</i> Environmental Planning Policy 36 – Manufactured Home Estates	Section 7.11
Extractive industry	Section 7.11 (haulage)
Mining	Section 7.11 (haulage)
All other types of development not captured above (with the exception of alterations to or the construction of single dwellings) where the proposed cost of carrying out the development is more than \$100,000	Section 7.12

This Plan does not apply to development identified as exempt from requirements to pay contributions under any applicable Ministerial Direction issued under Section 7.17 of the Act.

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This Plan does not apply to public infrastructure carried out by or on behalf of Council, such as, but not limited to: libraries, community facilities, recreation areas and facilities or car parks.

2.6 Rate Adjustments for Section 7.11 Contributions

Certain development has the potential to have a lesser impact on the demand for local infrastructure or should be facilitated for policy reasons. Contributions rate reductions relate solely to Section 7.11 contributions and apply to the following development for the reasons set out below.

2.6.1 Secondary Dwellings (Granny Flats)

Secondary dwellings are subservient to a primary dwelling, being either 60m² or 40% of the floor area of the primary dwelling. Secondary dwellings are also recognised as a form of affordable housing to be incentivised, consistent with the aims and objectives outlined in *State Environmental Planning Policy (Affordable Rental Housing)* 2009.

Therefore the contribution rate will be 50% of all local infrastructure categories.

2.6.2 Caravan Parks

The Australian Bureau of Statistics Census of Population and Housing 2016 (2016 Census) identified an occupancy rate of 2.5 persons per dwelling for the LGA. The occupancy rate for caravan parks was reported as 1.7 persons per dwelling or caravan. Due to the lower occupancy rate, it is considered that there would be a lesser demand for local infrastructure generated from caravan parks. In addition, caravans are generally towed to site, and therefore the impact on road infrastructure is considered likely greater from this form of development. Therefore a lesser discount should be applied for road work categories.

Therefore the contribution rate will be 50% for all local infrastructure categories except for the road work categories, where the discount will be 20%.

A caravan park might include both caravans and moveable dwellings. Where development includes moveable dwellings with long term occupants, which have similar demands for the provision of Council facilities and services as other medium density development, no adjustment to the contribution rate will be applied.

This Plan also permits Council to not adjust the contribution rate for caravan parks at its discretion, depending on the circumstances of the case. Some of the matters Council might consider include the status of the majority of the occupancy (long term or short term), the size and nature of the proposed dwellings (caravans or moveable dwellings installed onsite) and the provision of affordable housing options in the locality.

2.6.3 Tourist and Visitor Accommodation

Tourist visitation can create additional demands on local infrastructure in excess of a permanent population demand. For example, demand for public assets and services such as roads, parking, cycleways, boat ramps, tourist information services, foreshore and beach facilities, wharf and aquatic facilities, playing field facilities and passive open space and libraries are all increased as a result of tourist visitation.

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However occupancy rates for tourist and visitor accommodation is more sporadic than residential accommodation. Therefore the contribution rate will be 50% for all infrastructure categories.

2.6.4 Housing for Seniors or People with a Disability

Seniors housing is defined under the Seniors Housing SEPP as:

residential accommodation that is, or is intended to be, used permanently for seniors or people with a disability consisting of:

- (a) a residential care facility, or
- (b) a hostel, or
- (c) a group of self-contained dwellings, or
- (d) a combination of these,

but does not include a hospital.

The Ministerial Direction, issued on 14 September 2007 under Section 7.17 of the Act, exempts payment of a contribution for development carried out under the Seniors Housing SEPP where undertaken by a social housing provider. The SEPP sets out the recognised social housing providers that will be exempt from contributions

Seniors housing contributes to the demand for local infrastructure, however occupancy rates for seniors housing is less than that of standard dwellings, at a rate of 1.5 people per dwelling. Therefore for seniors housing that is not subject to the Ministerial Direction, the contribution rate will be 50% for all infrastructure categories.

Note: Local Infrastructure Contributions under Section 7.11 do not apply to residential care facilities and therefore this adjustment does not apply to this type of development. However, Section 7.12 may still be applicable, provided the cost of works is over \$100,000 and is not exempt under the Ministerial Direction.

2.7 Savings and Transitional Arrangements

The local infrastructure contributions for development under this Plan shall be determined at the date of determination of the development application or the date of issue of the complying development certificate.

This Plan applies to applications lodged but not determined before the date of commencement of the Plan.

This Plan does not affect any conditions imposed under a previous plan(s). Any application made under the Act to modify a development consent issued before the commencement date of this Plan will be determined against the plan that applied at the date the consent was originally determined.

2.8 Relationship to other plans

This Plan repeals the Port Stephens Development Contributions Plan 2007. The repeal of the Port Stephens Development Contributions Plan 2007 does not affect the previous operation of that plan or anything duly completed under that plan, including any indexation provisions. Development consents, including a condition requiring development contributions levied under a previous plan, will continue to be in force.

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3.0 Plan Operation

3.1 Calculating the Contributions

The formula for calculating the amount of local infrastructure contributions required under Section 7.11 will vary according to the type of amenity or service to be provided. The formula is based on consideration of:

- The demand generated by a development, based on a calculation recognising population, dwellings, traffic or other relevant factors;
- The current capital cost of providing the amenity or service including, where appropriate, the current cost of acquiring land; and
- The calculation will be rounded up to the nearest dollar.

Contributions required under Section 7.12 will be determined in accordance with the maximum levies set out in Clause 25K of the Environmental Planning and Assessment Regulation 2000 (the Regulation), as summarised in the table below.

Type of Development	Levy
All development with a proposed cost of up to and including \$100,000	Nil
All development with a proposed cost of more than \$100,000 and up to and including \$200,000	0.5% of that cost
All development with a proposed cost of more than \$200,000	1% of that cost

3.2 Section 7.12: Calculating the Cost of Works

Clause 25J of the Regulation provides the framework for determining the proposed cost of development:

- 1) The proposed cost of carrying out development is to be determined by the consent authority, for the purpose of a section 7.12 levy, by adding up all the costs and expenses that have been or are to be incurred by the applicant in carrying out the development, including the following:
- (a) if the development involves the erection of a building, or the carrying out of engineering or construction work—the costs of or incidental to erecting the building, or carrying out the work, including the costs (if any) of and incidental to demolition, excavation and site preparation, decontamination or remediation;
- (b) if the development involves a change of use of land—the costs of or incidental to doing anything necessary to enable the use of the land to be changed;
- (c) if the development involves the subdivision of land—the costs of or incidental to preparing, executing and registering the plan of subdivision and any related covenants, easements or other rights.
- 2) For the purpose of determining the proposed cost of carrying out development, a consent authority may have regard to an estimate of the proposed cost of carrying out the development prepared by a person, or a person of a class, approved by the consent authority to provide such estimates.

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- 3) The following costs and expenses are not to be included in any estimate or determination of the proposed cost of carrying out development:
- (a) the cost of the land on which the development is to be carried out;
- (b) the costs of any repairs to any building or works on the land that are to be retained in connection with the development:
- (c) the costs associated with marketing or financing the development (including interest on any loans);
- (d) the costs associated with legal work carried out or to be carried out in connection with the development;
- (e) project management costs associated with the development;
- (f) the cost of building insurance in respect of the development;
- (g) the costs of fittings and furnishings, including any refitting or refurbishing; associated with the development (except where the development involves an enlargement, expansion or intensification of a current use of land);
- (h) the costs of commercial stock inventory;
- (i) any taxes, levies or charges (other than GST) paid or payable in connection with the development by or under any law;
- (j) the costs of enabling access by disabled persons in respect of the development;
- (k) the costs of energy and water efficiency measures associated with the development;
- (I) the cost of any development that is provided as affordable housing;
- (m) the costs of any development that is the adaptive reuse of a heritage item.

For the purposes of subclause (2) above, a development application or an application for a complying development certificate *must* be accompanied by a report setting out an estimate of the proposed cost of carrying out development prepared as follows:

- Where the estimated cost of carrying out the whole of the development as approved by the consent is \$1,000,000 or less - a cost summary report in accordance with Appendix C of this Plan; or
- Where the estimated cost of carrying out the whole of the development as
 approved by the consent is more than \$1,000,000 A quantity surveyor's
 detailed cost report, completed by a quantity surveyor who is a registered
 associate member or above of the Australian Institute of Quantity Surveyors, in
 accordance with Appendix C of this Plan of this Plan.

Council may review the valuation of works and seek to have the report independently reviewed to verify the costs. The cost of any independent review will be borne by the applicant prior to the determination of the application. No consent will be issued until such time that the costs have been paid.

3.3 Indexation of Section 7.11 Contributions

To ensure that the value of local infrastructure contributions are not eroded over time by movements in the Consumer Price Index (CPI) or through changes in the costs of studies used to support the Plan, local infrastructure contribution rates will be reviewed with reference to the following specific costs and indices:

 Changes in the capital costs associated with provision of administration and salary costs for staff involved in implementing this Plan by reference to increases in salary rates under the Port Stephens Council Enterprise Agreement 2018 (or any subsequent Enterprise Agreement);

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- Changes in the capital costs of various studies and activities required to support the strategies in the Plan by reference to the actual costs incurred by Council in obtaining these studies; and
- Changes in the CPI Sydney All Groups.

In accordance with the *Environmental Planning and Assessment Regulation 2000* (the Regulation), the rates set out in the Plan will be amended without the need to prepare a new contributions plan if the amendments are necessary to fix minor typographical errors, index rates according to the CPI, and to omit the details of works that have been completed.

For changes to the CPI Sydney - All Groups, the contribution rates within the Plan will be amended on a quarterly basis in accordance with the following formula:

 $Ca + \frac{Ca (Current Index - Base Index)}{Base Index}$

Where:

\$Ca is the contribution at the time of adoption of the Plan expressed

in dollars.

Current Index is the CPI Sydney - All Groups, as published by the Australian

Bureau of Statistics available at the time of review of the

contribution rate.

Base Index is the CPI Sydney - All Groups, as published by the Australian

Bureau of Statistics. At the date of adoption of the Plan this

figure is 115.4.

Note: In the event that the Current CPI Sydney - All Groups, is less than the previous CPI Sydney - All Groups, the current index shall be taken as not less than the previous index.

3.3.1 Land Cost

Land acquisition costs will be subject to indexation as described under this section of the Plan. The value assessed for land acquisition costs will be reviewed as and when required and this factor will be varied, as necessary, to reflect current costs.

3.3.2 Consent

The local infrastructure contributions conditioned in a development consent are calculated on the basis of the contribution rates determined in accordance with this Plan. If the local infrastructure contributions are not paid within the quarter in which consent is granted then the contributions payable will be adjusted as follows:

$$Cp = Cdc + \frac{\{Cdc (Cq - Cc)\}}{Cc}$$

Where:

\$CP is the amount of the local infrastructure contribution calculated at the time of payment.

\$Cdc is the amount of the original local infrastructure contribution as set out in the development consent.

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\$Cq is the local infrastructure contribution rate applicable at the time of payment.

\$*Cc* is the local infrastructure contribution rate applicable at the time of the original consent.

The current contributions are as stated in this Plan.

3.4 Indexation of Section 7.12 Contributions

Pursuant to Clause 25J(4) of the Regulation, the proposed cost of carrying out development is to be indexed before payment to reflect quarterly variations in the CPI All Group Index Number for the weighted average of eight capital cities between the date the proposed cost was determined by the Council and the date the levy is paid.

Contributions required as a condition of consent under the provisions of this Plan will be adjusted at the time of payment of the contribution in accordance with the following formula:

ODC + A

Where:

ODC is the original contribution as set out in the consent

A is the adjustment amount which is:

$$A = ODC \left\{ \frac{(Current\ Index - Base\ Index)}{Base\ Index} \right\}$$

Where

Current Index is the CPI Sydney - All Groups, as published by the

Australian Bureau of Statistics available at the time

of review of the contribution rate.

Base Index is the CPI Sydney - All Groups, as published by the

Australian Bureau of Statistics at the date of issuing development consent or the Complying

Development Certificate.

Note: In the event that the Current CPI Sydney - All Groups, is less than the previous CPI Sydney - All Groups, the current index shall be taken as not less than the previous index.

3.5 Ministerial Direction: Section 7.11 Thresholds

On 21 August 2012, the then Minister for Planning and Infrastructure issued a Direction under Section 7.17 of the Act that places a cap on local infrastructure contributions required under Section 7.11 for residential development.

The Direction requires, among other things, that a consent authority or planning panel cannot impose a section 7.11 condition on a development consent for residential dwellings or residential lots that exceeds the following caps:

- \$30,000 for each dwelling or lot within a greenfield area; and
- \$20,000 for each dwelling or lot in infill areas.

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The contribution rates calculated in accordance with this Plan will not exceed the thresholds in the Ministerial Direction, unless the Plan is subject to an IPART review or any subsequent direction from the Minister.

3.6 Other Forms of Contributions

Other forms of local infrastructure contributions that may be considered under the provisions of the Act include:

- 1 Dedication of land;
- 2 Voluntary Planning Agreement; and
- 3 Works in Kind or Material Public Benefit Agreement.

3.6.1 Dedication of Land

A decision as to whether to accept the dedication of land free of cost to Council will be at the complete discretion of Council. Factors Council will take into consideration matters including, but not limited to:

- · The extent to which the land satisfies a community need;
- The extent to which the land satisfies the purpose for which the contribution was sought;
- Consideration of location and other factors which may affect the benefit to Council and the community; and
- An assessment of recurrent maintenance costs to Council.

3.6.2 Voluntary Planning Agreements (VPA)

A VPA under Section 7.4 of the Act is a legally binding arrangement between one or more planning authorities and a developer.

Under a VPA, the developer may offer to pay money, dedicate land, carry out works, or provide other material public benefits for public purposes. The provisions under a VPA may be additional to, or instead of, payment of contributions imposed under Section 7.11 or Section 7.12 of the Act.

The offer to enter into a VPA-will generally need to accompany the relevant development application or planning proposal. Developers should refer to any relevant Council policies and guidelines available on Council's website.

3.6.3 Works in Kind Agreement (WIKA) and Material Public Benefit Agreement (MPBA)

A WIKA is the undertaking of a work or provision of a facility that is scheduled within the Works Schedule of this Plan (Appendix A) in lieu of the part or full payment of either a monetary contribution or the dedication of land that would normally apply.

A MPBA involves the undertaking of a work or provision of a facility in part or full satisfaction of a condition requiring the payment of a monetary contribution or the dedication of land. An MPBA may include the provision of work that is not scheduled within the Works Schedule of this Plan (Appendix A). Council may accept the provision of a MPBA for projects not nominated in the Works Schedule if it can be justified that the public benefit is of equivalent or greater value to the community.

The acceptance of works through a WIKA or MPBA is at the complete discretion of Council and developers should refer to any relevant Council policies and guidelines available on Council's website.

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3.7 Settlement of Contributions

The local infrastructure contribution must be paid at the time specified in the development consent or complying development certificate, which will generally be determined in accordance with this Plan.

Settlement of contributions shall be finalised at the following stages:

- Development applications for subdivision prior to release of the subdivision certificate:
- Development applications for building or other work prior to the issue of the construction certificate;
- Applications for both building work and subdivision prior to the issue of the construction certificate, subdivision works certificate, or release of the subdivision certificate, whichever comes first;
- Development applications where no building approval is required prior to commencement of use in accordance with the conditions of consent or upon issue of the occupation certificate, whichever occurs first;
- Development requiring a complying development certificate before the commencement of any building work or subdivision work authorised by the certificate: or
- Development applications for moveable dwellings, manufactured homes, caravan parks or manufactured home estates and the like – prior to approval under Section 68 of the Local Government Act 1993.

3.8 Deferred Payment of Contributions

Council, at its complete discretion, may permit the settlement of monetary contributions for local infrastructure on a deferred basis. Such a request must:

- Be made in writing by the applicant with valid reasons for deferral;
- Not prejudice the timing or the manner of the provision of public facilities included in the Works Schedule; and
- In the case of a contribution being made by way of a VPA, WIKA, MPBA or land dedication in lieu of a cash contribution, Council and the applicant must have a legally binding agreement for the provision of works or land dedication.

If the application for deferral is accepted, the following conditions will apply:

- (a) Deferral of settlement will be for a maximum of one year or until commencement of use in accordance with the conditions of consent (whichever comes first);
- (b) The bank guarantee will be issued by an Australian bank or a bank in Australia for the amount of the total contribution or the amount of the outstanding contribution, plus an amount equal to thirteen months interest;
- (c) Any changes associated with managing the bank security are payable by the applicant;
- (d) The bank unconditionally pays the guaranteed sum to the Council, if the Council so demands in writing, not earlier than 12 months from the provision of the guarantee or completion of the work;
- (e) The bank must pay the guaranteed sum without reference to the applicant or landowner or other person who provided the guarantee, and without regard to any dispute, controversy, issue or other matter relating to the development consent or the carrying out of development;

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- (f) The bank's obligations are discharged when payment to the Council is made in accordance with this guarantee or when Council notifies the bank in writing that the guarantee is no longer required;
- (g) Where a bank guarantee has been deposited with Council, the guarantee shall not be cancelled until such time as the original contribution and accrued interest are paid; and
- (h) Indexing will be calculated from the date the contribution was due until the date of payment.

3.9 Paying the Contributions

Prior to the payment of contributions, an applicant must request an updated contributions calculation from Council. This will confirm the contributions amount payable which may or may not be inclusive of indexing. Applicants should email the request to Council.

Council will issue email advice that will remain valid until the next quarterly CPI update released by the Australian Bureau of Statistics. If the contributions are not paid by the date specified in the advice, a new request will be required.

Once an applicant obtains the advice, the applicant can present the email and pay the contributions in person or by mail, email or telephone.

Council will provide a receipt confirming payment. In the case of a development application, an applicant can provide a copy of the receipt to the accredited certifier in the process of obtaining a Construction Certificate.

3.10 Refunding the Contribution

The Act does not refer to refunds for contributions and there is no express power for a council to refund contributions already paid in accordance with a condition of consent. However, Council, at its complete discretion, may consider a refund of a contribution where:

- (a) A consent has been modified under the Act resulting in a reduction of the contributions payable; or
- (b) Development has not commenced and will not proceed in accordance with the consent and the contributions have been paid. In this case the consent will need to be surrendered in accordance with the Act.

In each case, Council will consider refunding the contributions if it has not been spent and the refund will not impact on Council's ability to deliver the works in the Works Schedule. The applicant must apply for the refund in writing within 12 months from the payment of the contribution.

3.11 Contributions for Mixed Use Development

Pursuant to Section 7.12(2) of the Act, a consent authority cannot impose a condition for contributions under both Section 7.11 and 7.12.

Where development includes elements that may be captured under Section 7.11 and Section 7.12 (for example, mixed used development comprising of commercial development and shop top housing), Section 7.11 contributions will take precedence.

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4.0 Plan Administration

4.1 Accredited Certifiers

In accordance with the Regulation, an accredited certifier must not issue a certificate for building work or subdivision work unless it has verified that the condition requiring the payment of monetary contributions has been satisfied.

In particular, the accredited certifier must ensure that the applicant provides a receipt(s) confirming that the monetary contributions have been paid in full to Council. Further, a copy of the receipt(s) must be included with the certified plans provided to Council in accordance with the Regulation. Failure to follow this procedure may render such a certificate invalid.

The only exceptions to these requirements are where a VPA, WIKA, MPBA, dedication of land or deferred payment arrangement has been agreed to by Council. In such cases, Council will issue advice confirming that an alternative payment method has been agreed with the applicant.

Under the Act, accredited certifiers are responsible for calculating local infrastructure contributions for complying development and imposing a condition requiring contributions on a complying development certificate in accordance with this Plan. Accredited certifiers must notify Council of their determination within two business days of making the determination, in accordance with the Regulation. Applicants must pay the monetary contribution before commencing the complying development works.

4.2 Accounting for Contributions

Council has established identifiable accounts for the management of local infrastructure contributions, including details of financial transactions for specific categories of works and contributions. Contributions will be spent in accordance with this Plan. Interest will be calculated on funds held and credited as appropriate. Council will maintain a register of all contributions received in accordance with the Act and Regulation.

4.3 Annual Statement

Council will produce an annual statement in accordance with the Regulation. This information will be available for public inspection on Council's website following adoption by Council.

4.4 Review of This Plan

The Works Schedule will be reviewed annually in line with capital works programming and updated in accordance with the Regulations.

Council will generally review this Plan every five years or as required to ensure it addresses community needs, Council priorities and relevant legislation.

The Plan will also be amended to address the matters listed in the Regulation. In particular, indexation of contributions will be reviewed and the Plan amended on a quarterly basis without the need for a public exhibition.

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4.5 Pooling of Contributions

This Plan expressly authorises monetary contributions paid for different purposes to be pooled and applied (progressively or otherwise) for those purposes. In this regard, contributions collected will be allocated to works as indicated in the Work Schedule of this Plan (Appendix A).

4.6 Repealed Contributions

Council will continue to collect contributions under repealed plans, which will be used to fund works or the provision of facilities within the equivalent catchment area listed in the Works Schedule of this Plan (Appendix A).

4.7 Application of Section 7.12 Monies Collected under this Plan

Money paid to Council under a condition for Section 7.12 contributions authorised by this Plan is to be applied towards meeting the costs of one or more local infrastructure projects listed within the Works Schedule, but not necessarily in the order specified in the Works Schedule.

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5.0 Contributions Strategy

Council provides public facilities for the current and future population of Port Stephens, including visitors to the area and the workforce located in the LGA. For Council to levy contributions, there must be a clear nexus between the proposed development and the need for the infrastructure, public service or amenity which the contributions will fund. This Chapter details the relationship (nexus) between the expected development in the Port Stephens LGA and the demand for infrastructure, services or amenity.

Council levies new development based on the cost of providing a reasonable standard of public facilities and amenities. A baseline level of adequate infrastructure is determined through developing strategic asset management documents (e.g. Council's Strategic Asset Management Plan and Plans of Management).

Contributions are determined by equating the contribution to the cost per person or cost per vehicular movement, or other appropriate basis for the provision of the infrastructure item, public service or amenity.

The methodology adopted in calculating development contributions (excluding heavy haulage levies) is based on the following steps:

- Step 1: Determine the number of existing lots/dwellings in each catchment as at 1 July 2018
- Step 2: Forecast the number of lots/dwellings in each catchment as at 30 June 2037. This data has been collated and prepared by REMPLAN and is based on the 2016 census, trends (such as births, deaths and migration) and an audit of the development pipeline.
- Step 3: Calculate the number of future lots/dwellings to be developed until 30 June 2037 in each catchment by subtracting the numbers in Step 1 from Step 2. For each catchment, this is as follows:
 - Raymond Terrace and the West 1,447 lots/dwellings
 - Central Growth Corridor 2,846 lots/dwellings
 - Tomaree 1,484 lots/dwellings
 - Fern Bay 507 lots/dwellings
 - Kings Hill 3,500 lots/dwellings
- Step 4: Determine the cost and timing of projects in each catchment that are required solely due to new development occurring.
- Step 5: Determine the cost and timing of projects in each catchment that are required which will benefit both existing residents and new developments.
- Step 6: Allocate percentage of the cost of projects in Step 4 to be recovered through developer contributions. This information is provided in the Work Schedule attached as Appendix A.
- Step 7: Allocate a proportion of the costs of projects identified in Step 5 to be funded by general rates based on the number of lots/dwellings in each catchment as at 1 July 2019 divided by the number of lots/dwellings in each catchment as at 30 June 2036.

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Step 8: Allocate the remaining costs of projects in Step 6 to be recovered through developer contributions.

Step 9: Calculate the development contribution by adding the sum of projects in each catchment from Step 5 and Step 7, divided by the number of lots/dwellings in each catchment calculated in Step 3 and times the apportionment rate determined in Step 6.

$$\$C = \sum \left(\frac{\$TP}{ND}\right) \times \%F^{\$}$$

Where:

 \mathcal{C} is the amount of contributions per lot/dwelling for a given

catchment.

\$TP is the total cost of a project within that catchment (including

relevant indexation between the original date of the estimation and staging threshold).

%F\$ is the apportionment of the project cost towards local

infrastructure contributions.

ND is the amount of new lots/dwellings to be developed within that

catchment.

5.1 Nexus and Apportionment

There must be an established nexus or relationship between the expected types of development in the area and the demand for public amenities and services. Contributions must also be based on a reasonable apportionment of costs to reflect the needs of new development, the existing community and different land uses.¹

This Chapter describes how nexus and apportionment have been considered in the preparation of this Plan and the determination of local infrastructure requirements and contributions.

5.1.1 Nexus

In establishing nexus and identifying the projects in the Works Schedule, the following matters have been considered:

- Whether the anticipated development creates a need or increases the demand for the particular public facility;
- · What types of facilities will be required to address that demand;
- · Whether existing facilities can satisfy that demand (or a component of it); and
- When new facilities or upgrades will be required to satisfy the demand (i.e. thresholds or timing).

¹ Secretary's Practice Note: Local Infrastructure Contributions, published by the NSW Department of Planning, Infrastructure, January 2019.

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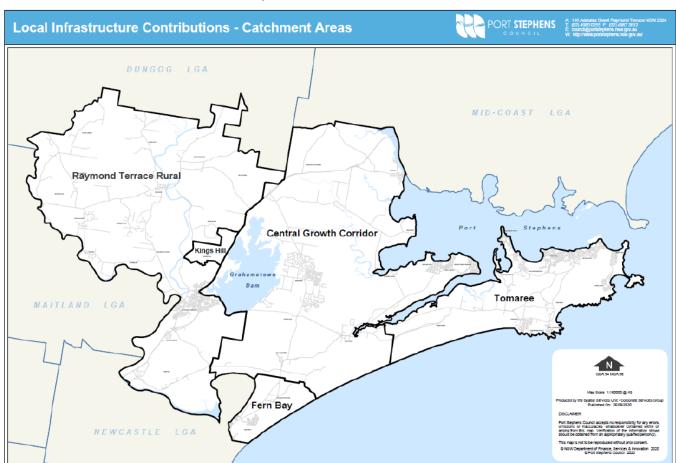
5.1.2 Apportionment

Apportionment ensures that new development pays contributions towards local infrastructure proportionate to the demand created by the new development. The type of new development and land use is considered when estimating the likely future demands. The needs of the existing population and community are also estimated and considered in determining the amount of funding for new infrastructure or upgrades which will be sourced from contributions levied on new development.

5.2 Contributions Catchments

The contribution catchments are geographic areas where new development will contribute to the infrastructure items and upgrades identified in the Works Schedule for each catchment. The catchments are areas where new development and the infrastructure it will fund are located and the boundaries of the catchments have been identified based on where and how new populations are likely to access public amenities and services. The size of the catchments have been calculated to promote efficiency in the timing of the provision of infrastructure whilst also ensuring that the spatial nexus between local infrastructure and development is retained. The catchment areas are illustrated in the Catchment Area Map below.

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5.3 Local Infrastructure Categories

This Plan provides for Section 7.11 Contributions separated into the categories described below. This Chapter provides a brief description of each category and the nexus identified between expected new development and the local infrastructure to be provided.

5.3.1 Civic Administration – Plan Management

Council must provide resources and expend funds to prepare Contribution Plans, provide for the ongoing administration of plans and the review and preparation of new plans. This includes employee resources as well as consultant costs to prepare background studies.

The services provided by the employees dedicated to the administration of local infrastructure contributions is directly attributable to the increase in demand for public amenities and services created by new development.

It is considered reasonable and equitable that a management charge should apply to the management and administration of the Plan. The management of the Plan is a LGA-wide costs and therefore the rate is split evenly across all catchments and wholly funded by local infrastructure contributions.

The costs of plan management have been determined using estimates of yearly administration based on employee wages, estimates of yearly consumables and estimates of plan costs for plan updates every 5 years. The final contribution amount has been determined using the following formula:

$$\$c = \sum \frac{\$TA}{ND}$$

Where:

 $\sharp \mathcal{C}$ is the amount of contributions per lot/dwelling for a given

catchment.

\$TA is the total cost of each activity to administer the Plan over the

lifetime of the Plan.

ND is the amount of new lots/dwellings to be developed within that

catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER	₹
Raymond Terrace and the West		\$449
Central Growth Corridor		\$449
Tomaree		\$449
Fern Bay		\$449
Kings Hill URA		\$449

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5.3.2 Civic Administration – Works Depots

The Strategic Asset Management Plan (Adopted January 2019) identifies future plans to redevelop and relocate the Raymond Terrace and Nelson Bay works depots. The projects are identified as necessary to meet the needs of future growth and maintain a desired level of service.

A site area for a new works depots at Raymond Terrace is estimated at between 2.02 to 2.6 hectares and for Nelson Bay, between 1.4 to 1.6 hectares. These areas are based on the functional life of a depot facility for a maximum of 50 years, servicing a population of 160,000.

The construction of a new works depot at Raymond Terrace, including all assets and infrastructure, is estimated at \$11.25 million and at Nelson Bay \$7.5 million. It should be noted that the unit costs are strategic estimates and are dependent on the final site selected and construction materials used.

The depots provide a base for Council to provide maintenance and construction services for the entire Port Stephens LGA. The expected population increase will result in additional demand for services operating out of Council's depots, such as road works and construction services. Therefore it is considered reasonable that a portion of contributions collected from development be applied towards the redevelopment of Council's work depots.

It is also identified that the provision of Council services through the works depots is a LGA-wide costs and therefore the rate is split evenly across all catchments.

The funding has been apportioned to take into account the demands of projected growth. The formula below has been used to calculate the contribution:

$$\$C = \sum \left(\frac{\$TP}{ND}\right) \times \%F^{\$}$$

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\$C is the amount of contributions per lot/dwelling for a given catchment.

\$TP is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation

and staging threshold).

 $\%F^{\$}$ is the apportionment of the project cost towards local

infrastructure contributions.

ND is the amount of new lots/dwellings to be developed within that

catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING	
Raymond Terrace and the West		\$1,171

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Central Growth Corridor	\$1,171
Tomaree	\$1,171
Fern Bay	\$1,171
Kings Hill URA	\$1,171

5.3.3 Town Centre Upgrades

The State Government has identified Raymond Terrace and Nelson Bay as Strategic Centres in the Hunter Regional Plan 2036. The Hunter Regional Plan also identifies Medowie and Fern Bay as a regionally significant centre and the location of current and future housing opportunities in our LGA.

Raymond Terrace provides vital civic and commercial services to the residents of Port Stephens, with the Council administration building, NSW Services and the Port Stephens Hunter Police District headquarters located in the town centre.

Nelson Bay is a primary driver for the visitor and tourist economy in the LGA and Greater Newcastle. Nelson Bay is identified as a regional tourist destination and significant population centre in Port Stephens, offering lifestyle and leisure opportunities for both residents and visitors.

Medowie and Fern Bay are thriving centres earmarked for growth in the State's Hunter Regional Plan. Establishing and consolidating the town centres and surrounding recreation and community facilities will ensure they can service the needs of the growing community and beyond.

To support these strategic centres, Council has prepared local land use strategies that identify town centre improvements and upgrades in Raymond Terrace, Medowie and Nelson Bay to accommodate predicted growth (See the Raymond Terrace and Heatherbrae Strategy, Medowie Planning Strategy, the Nelson Bay Delivery Program and related public domain plans). Additionally Port Stephens Council and City of Newcastle are preparing the Fern Bay/North Stockton Strategy that will unlock the development of a town centre. The Strategic Asset Management Plan (adopted January 2019) also lists identified projects.

Town centre improvements will contain the following works:

- · Road and intersection upgrades.
- Street furniture.
- · Signage and wayfinding.
- Amenity improvements.
- · Kerb and gutter improvements and drainage works

The town centre improvements and upgrades outlined in these plans and strategies will support growth in these strategic centres. The anticipated demand for services and amenities within these centres is likely to increase as a result of population growth caused by new development. Further it is recognised that these regionally significant centres are likely to provide amenities to residents and visitors beyond the boundaries of their respective catchments. Therefore contributions towards town centre upgrades in these centres have been applied equally across the LGA at a common rate.

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The estimated costs within this category has been determined based on works identified within local land use strategies, public domain plans, and the Strategic Asset Management Plan. The apportionment of funding from local infrastructure contributions has been determined taking into account the increased demand on town centres from new development. The below formula has been used to calculate the contribution:

$$\$C = \sum \left(\frac{\$TP}{ND}\right) \times \%F^{\$}$$

	$\sim (ND)$
Where:	
\$ <i>C</i>	is the amount of contributions per lot/dwelling for a given catchment.
\$ <i>TP</i>	is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).
%F\$	is the apportionment of the project cost towards local infrastructure contributions.
ND	is the amount of new lots/dwellings to be developed within that catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING	
Raymond Terrace and the West		\$3,155
Central Growth Corridor		\$3,155
Tomaree		\$3,155
Fern Bay		\$3,155
Kings Hill URA		\$3,155

5.3.4 Public Open Space, Parks and Reserves

Council owned open space, parks and reserves are an important public amenity providing spaces for sport and play, healthy activity, social gathering, and green spaces in urban areas.

Council has prepared an LGA-wide Recreation Strategy to provide the overarching framework and strategic direction for recreation facilities and services in Port Stephens, including open spaces. Council, as a land manager, has also prepared both individual and generic Plans of Management and master plans for Council's parks and open spaces. These documents identify the need for new and augmented infrastructure works and have informed the Works Schedule.

New development will increase our population and place an increased demand for open space, parks and reserves and that this creates an appropriate nexus with the local infrastructure included within the Works Schedule. Projects have been listed where they are of regional value, and therefore attract a high demand from future

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populations, including populations beyond the immediate locality, as well as projects in areas that are already at capacity.

All new park and recreation items are the result of identified new community demand and are required to cater for the Port Stephens community moving forward. Therefore all new facilities will be funded wholly by local infrastructure contributions. Likewise, the acquisition of new land to service an identified community need is linked directly to a requirement for an increased level of service. As such, land acquisitions may be wholly funded through contributions.

The replacement and upgrade of existing park infrastructure involves a review of the park layout, relocation of assets as required and upgrade of the assets with current products. As some assets continue to serve the same purpose, a stronger reliance on replacement is evident with these items and therefore local infrastructure contributions may not fund the entirety of these works. In these instances apportionment of funding from local infrastructure contributions has been determined taking into account the increased demand on town centres from new development.

The below formula has been used to calculate the contribution:

$$C = \sum \left(\frac{TP}{ND}\right) \times \%F^{\$}$$

	\sqrt{ND}
Where:	
\$ <i>C</i>	is the amount of contributions per lot/dwelling for a given catchment.
\$ <i>TP</i>	is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).
%F\$	is the apportionment of the project cost towards local infrastructure contributions.
ND	is the amount of new lots/dwellings to be developed within that catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING	
Raymond Terrace and the West		\$777
Central Growth Corridor		\$2,112
Tomaree		\$1,914
Fern Bay		\$320
Kings Hill URA		\$320

5.3.5 Sports and Leisure Facilities

Sports and leisure facilities range from large integrated complexes, such as Tomaree Sport Complex and Lakeside Sport Complex, to local level facilities such as skate

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parks, netball courts and tennis courts. These facilities play a vital role in the community, supporting active lifestyles and opportunities for social interactions.

Council has prepared an LGA-wide Recreation Strategy to provide the overarching framework and strategic direction for recreation facilities and services in Port Stephens. Council, as a land manager, has also prepared both individual and generic Plans of Management and master plans for sports and leisure facilities. These documents identify the need for new and augmented infrastructure works, and have informed the Works Schedule.

The anticipated population increase as a result of new development will create additional demand for sports and leisure facilities. Therefore it is considered that there is an appropriate nexus between development and the projects listed in the work schedule under this category.

It should be noted that Council will collect contributions for regional facilities, such as Tomaree Sports Complex and facilities at Lakeside, from development across the entire Port Stephens LGA. This is considered to be reasonable as it is likely that populations outside of their respective geographical catchment will utilise these larger, regional scale facilities.

Sporting and leisure infrastructure is a maintenance heavy asset class. The ongoing maintenance tasks associated with these assets are funded through the Public Domain and Services budget. However, where infrastructure works will increase the capacity of the open space to cater for more regular use as a result of new development (i.e. field renovation, drainage works, surface replacement and flood lighting), the increased level of service is to be reflected in the apportionment of funding from local infrastructure contributions. Should new fields or playing surfaces be required, these assets will provide for an increased level of community service and will be able to be funded wholly through development contributions.

The development of master planning documents for key community and recreation precincts will set the strategic direction for facilities upgrades, inform Council's planning strategies and provide accurate project costings for the implementation of the plan. As such, these plans may be funded through local infrastructure contributions.

The below formula has been used to calculate the contribution:

$$\$C = \sum \left(\frac{\$TP}{ND}\right) \times \%F^{\$}$$

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\$C is the amount of contributions per lot/dwelling for a given catchment.

\$TP is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).

%F^{\$} is the apportionment of the project cost towards local infrastructure contributions.

ND is the amount of new lots/dwellings to be developed within that catchment

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Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING	
Raymond Terrace and the West		\$1,714
Central Growth Corridor		\$2,664
Tomaree		\$1,821
Fern Bay		\$1,533
Kings Hill URA		\$1,533

5.3.6 Community and Cultural Facilities

Community and cultural facilities can range from multipurpose indoor or outdoor spaces that facilitate social and community interaction, including library facilities and the resources within, to cemeteries.

Multipurpose community facilities can include meeting spaces for centre-based activities such as playgroups, youth, aged and people with a disability. Indoor spaces could include a hall, meeting rooms, offices and activity rooms. Outdoor spaces could include fenced / enclosed areas, play equipment and garden sheds.

Council has identified a range of multipurpose community facilities in the Works Schedule. The anticipated population growth caused by new development will increase the demand for these types of facilities and therefore it is considered that there is an appropriate nexus between development and this category. The funding has been apportioned to take into account the demands of projected growth.

Council provides a public service to the community through the provision of cemeteries. The anticipated population growth through new development will likely increase the demand for these types of facilities and therefore it is considered that there is an appropriate nexus between development and this category.

Libraries provide a focal point for community access to information, recreation and technology resources. As a public service, libraries should attract users of all ages, income levels and backgrounds, providing areas for relaxation, research, leisure, learning and entertainment.

There are currently two branch libraries (Raymond Terrace and Tomaree) and two library lounges (Tilligerry and the mobile library) in Port Stephens. As Council has a desired provision of one branch library for every 20,000 people and one library lounge for every 10,000 people, it is considered that future population growth from new development will cause a demand for additional facilities.

In addition to library facilities, the collection of library resources such as books, ebooks, periodical subscriptions and other media is required to meet public expectations. Council currently has a collection of 96,684 resource items, which is rotated between the branch libraries and library lounges, and Council aims to meet the minimum standards outlined in 'NSW Living Learning Libraries: Standards and Guidelines for NSW Public Libraries'.

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Population growth, residential development and demographic changes significantly influence the demand for library resources. Therefore, it is considered that there is an appropriate nexus between development and the provision of new resources under the plan.

The below formula has been used to calculate the contribution:

$$\$C = \sum \left(\frac{\$TP}{ND}\right) \times \%F^{\$}$$

Where:

 ${\mathfrak s}_{\mathcal C}$ is the amount of contributions per lot/dwelling for a given

catchment.

\$TP is the total cost of a project within that catchment (including

relevant indexation between the original date of the estimation

and staging threshold).

 $\%F^{\$}$ is the apportionment of the project cost towards local

infrastructure contributions.

ND is the amount of new lots/dwellings to be developed within that

catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING	
Raymond Terrace and the West		\$409
Central Growth Corridor		\$409
Tomaree		\$1,233
Fern Bay		\$409
Kings Hill URA		\$409

5.3.7 Road Works

Council provides a public service to the community through the provision of new roads and the upgrade of existing roads. This service applies to local roads within the Port Stephens LGA.

The Plan provides the means of collecting contributions from new development and expending payments received on identified local road projects, on a prioritised basis.

This Plan provides for all new development that will lead to increased traffic generation to contribute. It is based on there being zero traffic generation from vacant land at the date of adoption of this Plan.

The nexus has been established through considering the following:

- The anticipated increase in external traffic (to and from the new development) which will create a demand for improvements to the existing road network.
- The nexus between the anticipated development and the improvements to the existing road network taking into account:

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- o The traffic generated according to the type of development;
- The expected increase in traffic as a consequence of that development;
- The availability, status and capacity of the existing road network;
- The extent to which the proposed road network will meet the needs of the public;
- Those road projects which will be used on a collective basis within the districts;
 and
- Apportionment of costs to reflect the sharing of the roadwork projects between existing population/road users and those users created by new development.

The Works Schedule identifies:

- · Projects which have or will be undertaken to satisfy future demand; and
- Projects that are proposed to be undertaken within a timeframe related to the collection of anticipated income from contributions and the Council apportioned income.

To determine the growth of traffic from new development, the total projected traffic generation for road works has been determined by extending the existing traffic generation by the expected growth rate over the life of the Plan.

In determining the apportionment, Council has considered the ratio of complete replacement against the cost of upgrade. This is shown using the following formula:

$$%F^{\$} = \frac{C^u - C^l}{C^u}$$

Where:

 $\%F^\$$ is the apportionment of costs towards local infrastructure

contributions.

 C^u is the cost of upgrade.

C^I is the current literal replacement cost.

Based on the apportionment, the below formula has been used to calculate the contribution:

$$\$C = \sum \left(\frac{\$TP}{ND}\right) \times \%F^{\$}$$

Where:

\$*C* is the amount of contributions per lot/dwelling for a given

catchment.

\$ TP is the total cost of a project within that catchment (including

relevant indexation between the original date of the estimation

and staging threshold).

%F\$ is the apportionment of the project cost towards local

infrastructure contributions.

ND is the amount of new lots/dwellings to be developed within that

catchment.

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Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING	
Raymond Terrace and the West		\$5,001
Central Growth Corridor		\$2,984
Tomaree		\$3,320
Fern Bay		\$2,515
Kings Hill URA		\$0

5.3.8 Medowie Traffic and Transport

Medowie, which is identified as a regionally significant centre in the Hunter Regional Plan 2036 and Greater Newcastle Metropolitan Plan 2036, is slated for long-term housing growth with a number of urban release areas and potential future growth opportunities identified.

The additional population generated because of development will create additional vehicle, pedestrian and cycle movements. The impacts of increased traffic in the area and on adjoining intersections and other road connections has been considered and appropriate facilities and upgrades identified to maintain appropriate safety and amenity.

An assessment of the future traffic and transport needs for Medowie has been carried out to determine future requirements as the result of Medowie's growth. This was undertaken as a series of Local Area Traffic Management studies prepared by Urban Research and Planning (URaP) in 2017. The studies identified works that are to be implemented within designated time periods throughout Medowie. These works have informed the projects listed within the Works Schedule.

The need for the proposed traffic and transport upgrades and infrastructure has been determined on the basis of an analysis of the road network, safety measures, environmental capacities of roads for the existing traffic situation, as well as the estimated additional traffic resulting from forecast growth in terms of population, land use, and floor space area within Medowie. From this, an appropriate nexus has been identified and the cost of works has been apportioned between the existing community and future development accordingly.

It should be noted that this category is unique to the Central Catchment and the contributions will only apply to new development in that catchment.

The apportionment rate has been determined based on the percentage of population increase expected in the catchment area. Therefore local infrastructure contributions will only be applied towards the portion of expected population increase.

The below formula has been used to calculate the contribution:

$$\$C = \sum \left(\frac{\$TP}{ND}\right) \times \%F^{\$}$$

Where:

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\$ <i>C</i>	is the amount of contributions per lot/dwelling for a given catchment.
\$TP	is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).
%F\$	is the apportionment of the project cost towards local infrastructure contributions.
ND	is the amount of new lots/dwellings to be developed within that catchment

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING	
Raymond Terrace and the West		\$0
Central Growth Corridor		\$2,938
Tomaree		\$0
Fern Bay		\$0
Kings Hill URA		\$0

5.3.9 Shared Pathways

A shared pathway is an area open to the public that is designated for use by both bicycle riders and pedestrians. Shared pathways are an important piece of local infrastructure to ensure active transportation between development and existing areas, including town centres.

Council's Pathway Plans and locational Pedestrian Access and Mobility Plans (PAMPs) identify current and planned shared pathways. The anticipated population increase as a result of new development will create additional demand for these identified pathways. Therefore it is considered that there is an appropriate nexus between development and the projects listed in the Works Schedule under this category.

Similar to projects in public open space, parks and reserves, all new pathways that provide an improved level of service to the community will be funded wholly by local infrastructure contributions.

The below formula has been used to calculate the contribution:

$$C = \sum \left(\frac{TP}{ND}\right) \times \%F^{\$}$$

Where:

\$C is the amount of contributions per lot/dwelling for a given catchment.

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\$TP is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).

%F\$ is the apportionment of the project cost towards local

infrastructure contributions.

ND is the amount of new lots/dwellings to be developed within that catchment.

Calculation of Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING	
Raymond Terrace and the West		\$3,606
Central Growth Corridor		\$466
Tomaree		\$3,041
Fern Bay		\$2,620
Kings Hill URA		\$0

5.3.10 Bus Facilities

Whilst Transport for NSW controls the routes and operations of buses in the Port Stephens LGA, it is Council's responsibility to provide the local infrastructure, such as seating and shelters.

All forms of urban development, including residential, will result in a need for public transport. Shelters and seating are an integral part of bus facilities to provide comfort and weather protection for the public.

Council has identified a number of projects within the Works Schedule and appropriately apportioned local infrastructure contributions against these works. The anticipated population increase as a result of new development will create additional demand for these bus facilities. Therefore it is considered that there is an appropriate nexus between development and the projects listed in the Works Schedule under this category.

$$C = \sum \left(\frac{TP}{ND}\right) \times \%F^{\$}$$

Where:

\$C is the amount of contributions per lot/dwelling for a given catchment.

\$TP is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).

%F\$ is the apportionment of the project cost towards local infrastructure contributions.

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ND is the amount of new lots/dwellings to be developed within that catchment

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING	
Raymond Terrace and the West		\$17
Central Growth Corridor		\$30
Tomaree		\$11
Fern Bay		\$1,045
Kings Hill URA		\$0

5.3.11 Fire and Emergency

Council undertakes a number of activities on behalf of, and in consultation with, emergency services such as the Rural Fire Service and State Emergency Services. This includes the construction and upgrade of emergency facilities on Council owned land.

Port Stephens often suffers from a number of natural disasters, including bushfires, flooding and storm events, which requires action from emergency services. Therefore the facilities provided by Council play a vital public service role to the community.

The anticipated population increase as a result of new development will create additional demand for fire and emergency services. Therefore it is considered that there is an appropriate nexus between development and the projects listed in the Works Schedule under this category.

The capital replacement of emergency services facilities is linked to a community requirement for an increased level of service. These replacements occur intermittently and similar to community facilities, involve a significant budget allowance. As these facilities have wide ranging community benefits to existing and future populations, the apportionment of funding from local infrastructure contributions has been determined taking into account the increased demand from new development.

The below formula has been used to calculate the contribution:

$$C = \sum \left(\frac{TP}{ND}\right) \times \%F^{\$}$$

Where:

\$C is the amount of contributions per lot/dwelling for a given catchment

\$TP is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).

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%F\$ is the apportionment of the project cost towards local infrastructure contributions.

is the amount of new lots/dwellings to be developed within that

catchment.

Section 7.11 Contribution:

ND

CATCHMENT	CONTRIBUTION PER LOT/DWELLING	
Raymond Terrace and the West		\$34
Central Growth Corridor		\$0
Tomaree		\$228
Fern Bay		\$0
Kings Hill URA		\$0

5.3.12 Flood and Drainage Works

As a result of local characteristics, the Port Stephens LGA suffers from a range of flooding and drainage issues. New development can increase the amount of non-porous area, which then results in additional flow rates and volume and impacts the existing flooding and drainage network. Therefore it is considered that there is a suitable nexus between flood and drainage works and new development generally.

Council has identified a number of projects relating to flooding and drainage through the Strategic Asset Management Plan. This Plan identifies a number of those projects to be funded by contributions in the Works Schedule where new development will have an impact. The cost of the works have been appropriately apportioned towards local infrastructure contributions.

Therefore it is considered that there is an appropriate nexus between new development and the projects listed in the Works Schedule under this category.

The flooding and drainage works listed in the Work Schedule are anticipated to benefit both existing and identified future residential land. In order to determine the amount to be funded by local infrastructure contributions, Council has determined the approximate area of land that would be positively affected by the works. The percentage of the developable land resulting from the works is taken to be the percentage amount funded by local infrastructure contributions.

The below formula has been used to calculate the contribution:

$$\$C = \sum \left(\frac{\$TP}{ND}\right) \times \%F^{\$}$$

Where:

\$C is the amount of contributions per lot/dwelling for a given catchment

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\$TP is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).
 %F\$ is the apportionment of the project cost towards local

infrastructure contributions.

ND is the amount of new lots/dwellings to be developed within that

catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING	
Raymond Terrace and the West		\$672
Central Growth Corridor		\$1,652
Tomaree		\$1,756
Fern Bay		\$0
Kings Hill URA		\$0

5.3.13 Cross Boundary Contributions

Section 7.14 of the Act enables conditions to be imposed for contributions for the benefit of an area that adjoins the local government area in which the new development is to be carried out. A contributions plan approved by both councils can set out the apportionment between councils.

This Chapter provides for the local infrastructure contributions to be paid between Council and the City of Newcastle in specified areas. The contribution is required to be paid at a time specified in the condition imposing the contribution, however if no time is specified, the contribution must be paid in accordance with Chapter 3.4 Timing of Settlement in this Plan.

City of Newcastle

These site-specific contributions will apply to land in the localities of Fern Bay and Fullerton Cove as shown in the Catchment Area Map.

The anticipated residential growth within Fern Bay and Fullerton Cove will result in demand for local infrastructure located within both Newcastle and Port Stephens LGAs. This demand will require the upgrade of existing facilities, as well as require the provision of new local infrastructure in both LGAs. This category relates to works within the City of Newcastle LGA only as projects within Fern Bay and Fullerton Cove will be funded by contributions collected under other categories.

Council, with the assistance of the City of Newcastle, has identified a number of projects that the cross boundary contribution will fund in the Works Schedule.

The costs will be shared between Port Stephens and City of Newcastle based on the percentage of the expected population increases. Using projection data provided by the City of Newcastle's website and detailed projections undertaken by Port Stephens Council for the preparation of this plan, it is expected that the population of

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the Fern Bay/Fullerton Cove and Stockton area will increase by 1,314. Of that increase, it is expected that 79.1% will occur in Fern Bay/Fullerton Cove. Therefore, contributions from Port Stephens Council will contribute 79.1% towards the total costs of projects. A formula is provided below:

$$\%PSC = \frac{PFB}{PopTot}$$

Where:

%PSC is the proportion of costs towards Port Stephens Council.

PFB is the projected population increase in Fern Bay, taken to be

1,039.

PopTot is the projected population increase in Fern Bay and Stockton,

taken to be 1.314

The below formula is then used to calculate the contribution:

$$\$C = \sum \left(\frac{\$TP}{ND}\right) \times \%F^{\$}$$

Where:

 $\sharp \mathcal{C}$ is the amount of contributions per lot/dwelling for a given

catchment.

\$TP is the total cost of a project within that catchment (including

relevant indexation between the original date of the estimation

and staging threshold).

 $\%F^{\$}$ is the apportionment of the project cost towards local

infrastructure contributions.

ND is the amount of new lots/dwellings to be developed within that

catchment.

All of the contributions received under this category will be wholly apportioned to the City of Newcastle.

It should be noted that these contributions will only apply to new development in the Fern Bay/Fullerton Cove catchment because there is only a nexus between the cross boundary infrastructure requirements and development in that catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PI	ER
Raymond Terrace and the West		\$0
Central Growth Corridor		\$0
Tomaree		\$0
Fern Bay		\$3,113
Kings Hill URA		\$0

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5.3.14 Road Haulage

There are a number of extractive industries operating in the Port Stephens LGA and there could be opportunities for new development or expansion of existing sites, subject to relevant approvals.

Extractive industries generate significant truck movements in Port Stephens, which impacts the road performance and conditions along haulage routes. To offset the impact of haulage associated with mining and extractive industry, this Plan authorises the consent authority to apply a haulage contribution rate where an application is made for such a use. It should be noted that the haulage rate will apply to the proposed haulage route for the life of the development (subject to CPI amendments) and contributions collected will only go towards the road repairs, resealing, upgrading and reconstruction of that road.

The contributions rate for heavy haulage has been calculated based on the following:

Step 1: Determine the design Equivalent Standard Axles (ESA) per applicable vehicle (classes 3-12) for affected local roads.

$$dESA = \frac{365 \times AADT \times ESA \times DL \times DF}{NoHR}$$

Where:

dESA is the design ESA.

AADT is the annual average daily traffic count for heavy vehicles over

Council's haulage routes.

ESA is the average ESA per heavy vehicle.

DL is the design life in years.

DF is the directional distribution factor.

NoHR is the number of haulage routes used to determine the ESA and

AAD1

Step 2: Estimate the cost to reconstruct/maintain one lane for one kilometre for the above ESA, which is based on the capital cost, maintenance cost and whole of life cost for Council's haulage routes.

Step 3: Calculate the reconstruction/maintenance cost per ESA per km by dividing the outcome from Step 2 by the outcome from Step 1.

$$\$km = \frac{\$M}{dESA}$$

Where:

\$km is the cost of maintenance per ESA per km.

dESA is the design ESA calculated in step 1.

\$M is the cost to reconstruct/maintain one land for one kilometre.

Step 4: Determine the typical heavy haulage vehicle ESA (assumed at 2.6 ESA based on a typical truck and dog combination).

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Step 5: Calculate the reconstruction/maintenance cost per typical heavy haulage vehicle per km by multiplying the outcome from Step 3 by the outcome from Step 4.

 $HVkm = km \times hvESA$

Where:

\$HVkm is the maintenance cost per typical heavy vehicle.

\$km is the cost of maintenance per ESA per km as calculated in step

3.

hvESA is the heavy vehicle ESA.

Step 6: Determine the typical load per typical heavy haulage vehicle (assumed at 15 tonnes).

Step 7: Calculate the reconstruction/maintenance cost per tonne per km by dividing the outcome from Step 5 by the outcome from Step 6.

$$\$tkm = \frac{\$HVkm}{t}$$

Where:

\$tkm is the maintenance cost per tonne per km.

\$HVkm is the maintenance cost per typical heavy vehicle as calculated

in Step 5.

t is the typical load per typical heavy vehicle.

Step 8: Determine the administration on-cost applicable relating this Plan, i.e. the preparation, implementation and administration as a proportion of the calculated cost of reconstruction/maintenance (calculated at 2.79%).

Step 9: Calculate the total contribution rate by multiplying the outcome from Step 8 by the outcome from Step 7.

$$CR = tkm \times (100\% + PA)$$

Where:

\$CR is the contribution rate per tonne per kilometre.

\$tkm is the maintenance cost per tonne per km.

\$PA is the cost of administrating the Plan.

Based on the above, the contribution rate set out below will apply to this development type across the entire Port Stephens LGA. Notwithstanding the above, Council will accept a variation to the below contribution rate where it is justified by a Traffic and Transport Economic Study that has been prepared to the satisfaction of Council.

Section 7.11 Contribution:

\$0.084/t/km (which is equivalent to \$1.191/t based on a 14.5km haulage route)

3/1

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5.3.15 Kings Hill Urban Release Area

Introduction

This chapter addresses the contributions that apply to development in the urban release area known as Kings Hill, namely:

- a) Contributions for local infrastructure within the Kings Hill area catchment,
- b) Contributions for Kings Hill and Raymond Terrace, and
- c) Contributions for LGA wide infrastructure

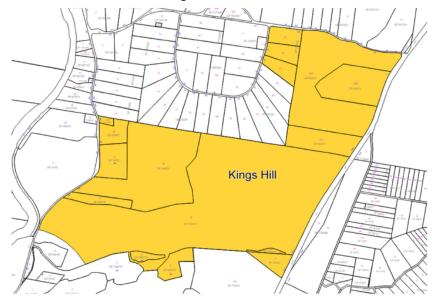
Contributions (b) and (c) are described elsewhere in other sections of the Plan.

This section of the Plan is subject to all the administration, indexation and other matters contained in other sections of the Plan.

Area and Expected Development

Kings Hill Urban Release Area (URA) is located to the north of Raymond Terrace, bordered by the Pacific Highway to the east and the localities of Eagleton (north) and Nelsons Plains (west) as shown in Figure 1.

The site was rezoned by the NSW Government in 2010 for residential, commercial, recreation and environmental management/conservation areas.



Source: Port Stephens Council

Figure 1 Kings Hill Urban Release Area

Kings Hill URA is expected to provide 3,500 new dwellings that will house a population of about 8,750 people. Development will comprise a variety of dwelling forms and non-residential development.

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Infrastructure Needs

Stormwater drainage, highway access and school

Due to water quality impacts to the drinking water catchment known as Grahamstown Dam to the east of the release area, the State Government proposed the construction of drainage infrastructure along the eastern boundary.

Future access into Kings Hill will be provided by an interchange at the Pacific Highway. The interchange will be constructed and delivered by Transport for NSW and it is possible that up to 400 lots may be able to be constructed before the interchange is required, provided flood free access is maintained.

Developers are expected to make monetary contributions toward the provision of the drainage and interchange infrastructure, together with the dedication of land for a public school, via a separate planning agreement with the NSW Government.

Local infrastructure needs and nexus

The local infrastructure needs of Kings Hill were first outlined in Part D14 of the Port Stephens Development Control Plan, as shown in the 'locality controls map' of that plan (Figure 2 below).



Source: Port Stephens Council DCP

Figure 2 Indicative layout of Kings Hill Urban Release Area

Since the DCP was prepared, Council commissioned the following studies to better understand the demand created by Kings Hill URA:

 Kings Hill Urban Release Area Community and Recreation Infrastructure Study (2020), GHD

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- Kings Hill Residential Lands Rezoning Updated Traffic and Transport Study (2019), GHD
- Draft Port Stephens Demographic and Housing Overview (May 2019), REMPLAN
- Kings Hill Flood Free Access Review Study (Nov 2017), BMT WBM

The studies have informed the local infrastructure requirements for Kings Hill URA included in the Plan. Some of the items identified by the studies are not included in the works schedule to contain the costs or because they can be provided by other means. The cost associated with some of the infrastructure has been updated since the publication of the studies because there has been further investigation of the existing site conditions and constraints.

The schedule of infrastructure land and works that Kings Hill URA development will contribute towards is included in Appendix A. The schedule contains details of costs, cost apportionment and staging. Locations of facilities are shown on the map in Appendix D.

The following is a summary of the infrastructure items.

- 1) Local infrastructure in the Kings Hill URA:
 - a) Traffic and transport:
 - East-west collector road from Pacific Highway interchange works to Newline Road
 - East-west collector road intersection with north-south collector road
 - · East-west collector intersection with Newline Road
 - Newline Road shoulder widening
 - William Bailey Street, Seaham Road, Newline Road & Port Stephens Street intersection upgrade including signalisation²
 - Newline Road shared pathway
 - b) Community and recreation and emergency services
 - Multi-purpose community space with pop-up library
 - RFS building
 - District park
 - · Skate park
 - Multi-purpose sports court

² Located outside the URA, the costs of these works are apportioned 45% to Kings Hill URA development – i.e. Kings Hill traffic as a percentage of overall traffic growth

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2) Kings Hill and Raymond Terrace:

The increase in population because of the Kings Hill URA development, will also place additional demand for some of the regional community and recreation services beyond the site.

The items identified include:

- · Central library expansion
- · Cemetery expansion and niche walls
- Upgrades to Riverside Park and Lakeside Reserve
- Lakeside district sports complex
- Fitzgerald bridge reserve
- · Indoor sports and recreation centre

3) LGA wide infrastructure

The Plan levies contributions across Port Stephens LGA for infrastructure that services an LGA wide catchment. These contributions are discussed in Sections 5.3.1 – 5.3.6 of the Plan, and include:

- · Administration and plan management
- Council works depot
- Town centre upgrades
- · Public open space, parks and reserves regional facilities
- Sports and leisure regional facilities
- Community and cultural regional facilities

Apportionment and Contribution Rate Calculation

Traffic and transport

All items inside the Kings Hill URA are required to accommodate the demand created by the new residents of Kings Hill. For this reason, the costs of these infrastructure works are apportioned entirely to the future development.

The widening of Newline Road and the intersection of William Bailey Street, Seaham Road, Newline Road and Port Stephens Street is to accommodate the demand created by existing residents of Raymond Terrace and the future residents of Kings Hill. It is reasonable that for the purposes of determining the contribution rate, the

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costs of the infrastructure are apportioned to both the existing and future development. The cost of the works apportioned to Kings Hill is 45%.³

The contribution calculation is as follows:

Contribution per person (\$) =
$$\sum \left(\frac{\$INF \times A\%}{D}\right)$$

Where:

\$INF is the estimated cost of providing each infrastructure item in this

category, in dollars

A% is the proportion of the infrastructure item cost that new

development should reasonably be required to pay

D is the expected residential development in Kings Hill URA (i.e.

3,500 lots).

Using the above formula, the contribution per lot is \$12,552.00

Community and recreation and emergency services

All the facilities proposed within the release area are to accommodate the demand created by the new residents of Kings Hill. For this reason, the costs of infrastructure works are apportioned entirely to the future development.

The contribution calculation is as follows:

Contribution per person (\$) =
$$\sum \left(\frac{\$INF \times A\%}{D}\right)$$

Where:

\$INF is the estimated cost of providing each infrastructure item in this

category, in dollars

A% is the proportion of the infrastructure item cost that new

development should reasonably be required to pay

D is the expected residential development in Kings Hill URA (i.e.

3,500 lots).

Using the above formula, the contribution per lot is \$2,546.00

³ Apportionment is provided in the GHD traffic and transport study. It is calculated as the Kings Hill traffic as a percentage of the overall traffic growth.

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Kings Hill and Raymond Terrace

All the facilities are to accommodate the demand created by existing residents of Raymond Terrace and the future residents of Kings Hill URA. It is reasonable that for the purposes of determining the contribution rate, the costs of the infrastructure are apportioned to both the existing and future development. The apportionment⁴ to Kings Hill is as follows.

INFRASTRUCTURE ITEM	APPORTIONMENT TO KINGS HILL URA
Library expansion	12%
Cemetery expansion	12%
Cemetery niche walls	50%
Indoor sports and recreation centre	12%
Fitzgerald bridge reserve	28%
Riverside Park and Lakeside Reserve	28%
Lakeside sports complex	28%

The contribution calculation is as follows:

category, in dollars
is the proportion of the infrastructure item cost that new

development should reasonably be required to pay

is the expected residential development in Kings Hill URA (i.e. 3,500 lots).

Using the above formula, the contribution per lot is \$731.00

Where: \$*INF*

A%

⁴ Apportionment is provided in the GHD Kings Hill Urban Release Area Community and Recreation Infrastructure Study. It is calculated as the Kings Hill population as a percentage of the combined Raymond Terrace/Kings Hill population.

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LGA wide facilities

The new development in Kings Hill will be required to contribute their share of the infrastructure items that are apportioned to all new development in the Port Stephens LGA. The infrastructure item costs are contained in Table 1 of the Executive Summary of the Plan.

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Appendix A

Work Schedule

A.1	Depot and Administration Building
A.2	Town Centre Upgrades
A.3	Public Open Space, Parks & Reserves
A.4	Sports & Leisure Facilities
A.5	Community & Cultural Facilities
A.6	Road Works
A.7	Medowie Traffic & Transport
A.8	Shared Paths
A.9	Bus Facilities
A.10	Fire and Emergency Services
A.11	Flooding and Drainage Works
A.12	Newcastle Council Cross Boundary Projects
A.13	Kings Hill Urban Release Area

The Work Schedule gives detail of the specific public amenities and services proposed by the Council, together with an estimate of their cost and staging.

Both staging and costs will be reviewed annually in line with capital works programming and a full review of Works Schedules will be conducted every 5 years.

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A.1 Depot and Administration Buildings

All Catchments

	oject No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
CA	AF1	Raymond Terrace Works Depot	11,250,000	60%	2020
CA	AF2	Nelson Bay Works Depot	7,500,000	60%	2020
		Total Estimate	18 750 000		,

PORT STEPHENS LOCAL INFRASTRUCTURE ITEM 1 - ATTACHMENT 2 **CONTRIBUTION PLAN - AMENDMENT NO. 1**

Town Centre Upgrades

All Catchments

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
TCU1	Medowie – Town Centre Upgrades	7,500,000	60%	2036
TCU2	Fern Bay – Town Centre Upgrades	7,500,000	60%	2036
TCU3	Nelson Bay – Town Centre Upgrades		60%	2036
TCU4	Raymond Terrace – Town Centre Upgrades		60%	2036

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A.3 Public Open Space, Parks and Reserves

Raymond	Terrace -	Rural
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Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
OSF1	Kinross Park, Raymond Terrace - playground replacement	70,000	60%	2020
OSF2	Lakeside 2 Reserve, Raymond Terrace - public amenities	150,000	100%	2020
OSF3	Bettles Park, Raymond Terrace – park improvements, entry feature, succession planting, park furniture etc.	120,000	40%	2020
OSF4	Feeney Park, Raymond Terrace – playground	70,000	60%	2020
OSF5	Seaham Park, Seaham – playground	150,000	60%	2020
OSF6	Seaham Park, Seaham – park fumiture, shelters and BBQ	60,000	40%	2020
OSF7	Kitty Hawk, Raymond Terrace – playground, park furniture and shade trees	120,000	60%	2024
OSF8	Raymond Terrace Foreshore, Raymond Terrace - Riverside Park - public amenities	150,000	60%	2025
OSF9	Wallalong – playground	150,000	60%	2025

Total Estimate 1,040,000

Central		

OSF11 Aliceton Re OSF12 Memorial F	Medowie - play facilities, furniture, paths and landscape improvements eserve, Karuah – landscaping, playground and recreation facilities Park, Karuah – park furniture and carpark works Reserve, Medowie – playground Park to Rudd Reserve, Lemon Tree Passage - park furniture and respite seating	70,000 250,000 50,000 70,000 50,000	60% 100% 40% 60%	2020 2020 2020 2020
OSF12 Memorial F	Park, Karuah – park furniture and carpark works Reserve, Medowie – playground Park to Rudd Reserve, Lemon Tree Passage - park furniture and respite seating	50,000	40%	2020
	Reserve, Medowie – playground Park to Rudd Reserve, Lemon Tree Passage - park furniture and respite seating	70,000		
OSE13 Kindlebark	Park to Rudd Reserve, Lemon Tree Passage - park furniture and respite seating	,	60%	2020
CSI IS KIIGIEDAIN		50,000		2020
OSF14 Kooindah I			100%	2020
OSF15 Peace Par	k, Tanilba Bay – park furniture and BBQ facilities	50,000	60%	2020
OSF16 Aliceton Re	eserve, Karuah – public amenities	150,000	100%	2024
OSF17 Medowie -	playground, amenities, park furniture, paths and landscape improvements	2,000,000	100%	2024
OSF18 Coolabah I	Reserve, Medowie – park furniture, seating and half multi-sport court	70,000	60%	2024
OSF19 Crichton D	rive Reserve, Medowie - playground	70,000	60%	2024
OSF20 Coachwoo	d Reserve, Medowie – off-leash dog exercise area improvements	80,000	40%	2024
OSF21 Henderson	Park, Lemon Tree Passage – masterplan and design	30,000	100%	2024
OSF22 Henderson	Park, Lemon Tree Passage – upgraded paths, landscaping, park furniture and BBQ	150,000	60%	2024
OSF23 Foster Par	k, Tanilba Bay – boat ramp	300,000	60%	2024
OSF24 Gula Rese	rve, Tanilba Bay - playground	70,000	60%	2024
OSF25 Lilly Pilly R	eserve, Lemon Tree Passage - boat ramp	300,000	60%	2025
OSF26 McCann P	ark, Lemon Tree Passage - recreation facility improvements	150,000	60%	2025
OSF27 Kooindah I	Park, Lemon Tree Passage - formalise off-leash dog exercise area	80,000	100%	2025
OSF28 Sunset Pa	k, Tanilba Bay - park furniture and upgrade works	60,000	40%	2025
OSF29 Henderson	Park, Lemon Tree Passage - playground	150,000	60%	2031
OSF30 Medowie S	outh - open space land acquisition	750,000	100%	2031
OSF31 Medowie N	lorth - open space land acquisition	750,000	100%	2031

Total Estimate 5,700,000

Project Description	Estimate \$	Apportion- ment	Staging Threshold	l
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OSF32	Conroy Park Upgrades, Corlette – park furniture, shelters and BBQs	80,000	40%	2020
OSF33	Spencer Park, Soldiers Point - playground and park furniture	190,000	60%	2020
OSF34	Taylors Beach – playground	70,000	60%	2020
OSF35	Little Beach, Nelson Bay – playground facilities upgrade	150,000	60%	2024
OSF36	George Reserve, Soldiers Point - playground, accessible pathways, landscaping and park furniture	250,000	60%	2024
OSF37	Shoal Bay Foreshore Reserve, Shoal Bay – park furniture, shelters and park facilities upgrades	200,000	100%	2024
OSF38	Anna Bay Recreation Area, Anna Bay - facilities improvement	100,000	60%	2025
OSF39	Angophora Park, Corlette - playground and park furniture	110,000	60%	2025
OSF40	Conroy Park, Corlette – public amenities block	150,000	60%	2025
OSF41	Barry Park, Fingal Bay - park furniture and improvements	60,000	60%	2025
OSF42	Fisherman's Bay – park furniture and shelters	60,000	60%	2025
OSF43	One Mile Beach, One Mile – park furniture, shelters and BBQs	60,000	60%	2025
OSF44	Bob Cairns, Salamander Bay - playground	70,000	60%	2025
OSF45	Pearson Park, Soldiers Point – park furniture upgrade	70,000	40%	2025
OSF46	Birubi Point Aboriginal Place, Anna Bay -masterplan implementation	1,000,000	60%	2025
OSF47	Boat Harbour – seating, shelters and BBQs	80,000	40%	2031
OSF48	Little Beach, Nelson Bay – car park upgrade	850,000	80%	2031

Total Estimate 3,550,000

All Catchments

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
OSF49	Boomerang Park Raymond Terrace – off-leash dog exercise area	80,000	100%	2020
OSF50	Lakeside Aquatic Centre, Raymond Terrace – facilities upgrades	500,000	60%	2025
OSF51	Tomaree Aquatic Centre, Nelson Bay – facilities upgrades	500,000	60%	2025
OSF52	Tilligerry Aquatic Centre, Mallabula – facilities upgrades	200,000	60%	2025
OSF53	Nelson Bay Foreshore, Nelson Bay - playground upgrades and park facilities improvements	750,000	80%	2025
OSF54	Nelson Bay Foreshore, Nelson Bay - viewing platforms, lighting, beach facilities, beach access points, landscape improvement	500,000	80%	2025
OSF55	Apex Park redevelopment, Nelson Bay – implementation of masterplan	500,000	80%	2025
OSF56	Boomerang Park, Raymond Terrace – playground upgrade, park facilities improvements and skate park improvements	500,000	80%	2025
OSF57	Fly Point Reserve, Nelson Bay – skate park improvements	250,000	80%	2025
OSF58	Boomerang Park, Raymond Terrace – car park upgrade	600,000	81%	2030

Total Estimate 4,130,000

PORT STEPHENS LOCAL INFRASTRUCTURE ITEM 1 - ATTACHMENT 2 **CONTRIBUTION PLAN - AMENDMENT NO. 1**

Sports and Leisure Facilities

Raymond	Terrace -	Rural
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rwymona	Terrade Italian			
Project	Project Description	Estimate \$	Apportion-	Staging
No	Project Description	Estillate \$	ment	Threshold
SRF1	Lakeside Sports Complex, Raymond Terrace - Field renovation	200,000	60%	2025
SRF2	Brandon Park, Seaham - netball and tennis surface upgrades	150.000	60%	2025
01112	Didition Law, Searan Heban and Comis Sandes approach	100,000	0070	
SRF3	Brandon Park, Seaham – carpark upgrades	80,000	60%	2025
	Total Estimate	430,000		

Central Growth Corridor

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
SRF4	Mallabulla Sports Complex, Mallabula - playground upgrades	100,000	60%	2020
SRF5	Mallabula Sports Complex, Mallabula - review of masterplan	50,000	100%	2024
SRF6	Mallabula Skate Park, Mallabula - facilities upgrade	150,000	60%	2024
SRF7	Medowie - new courts and carpark for tennis	150,000	60%	2025
SRF8	Ferodale Sports Complex, Medowie – additional playing field and facility improvements	2,000,000	100%	2025
SRF9	Yulong Oval, Medowie - multipurpose amenities upgrades	1,200,000	60%	2025
SRF10	Mallabula Sports Complex, Mallabula - floodlighting and power upgrades	250,000	60%	2031

Total Estimate 3,900,000

Tomaree

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
SRF11	Tomaree Aquatic Centre, Nelson Bay – shade structure	150,000	100%	2024
SRF12	Salamander Sports Complex, Salamander Bay - lighting upgrades	50,000	60%	2024
SRF13	Salamander Sports Complex, Salamander Bay - field renovation	400,000	60%	2024

Total Estimate 600,000

All Catchments

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
SRF14	King Park Sports Complex, Raymond Terrace - carpark upgrade	500,000	60%	2020
SRF15	Tomaree Sports Complex, Nelson Bay - Don Waring field upgrade	1,535,364	60%	2021
SRF16	Tomaree Sports Complex, Nelson Bay - sports pavilion B1	2,726,072	100%	2021
SRF17	King Park Sports Complex, Raymond Terrace - Implementation of Masterplan	7,500,000	100%	2025
SRF18	King Park Sports Complex, Raymond Terrace - Field renovation	400,000	60%	2025
SRF19	Tomaree Sports Complex, Nelson Bay - upgrade to Oval 1	3,644,952	60%	2027
SRF20	Tomaree Sports Complex, Nelson Bay - road realignment and new car park	786,659	60%	2027
SRF21	Tomaree Sports Complex, Nelson Bay - entry car park	625,515	60%	2027

Total Estimate 17,718,562

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A.5 Community and Cultural Facilities

Project Description	Estimate \$	Apportion- ment	Staging Threshold
Anna Bay – multi-purpose community facility	1,500,000	80%	2027
Total Estimate	1,500,000		
nents			
Project Description	Estimate \$	Apportion- ment	Staging Threshold
Library Resources	4,000,000	100%	2020-36
	Anna Bay – multi-purpose community facility Total Estimate ments Project Description	Anna Bay – multi-purpose community facility 1,500,000 Total Estimate 1,500,000 ments Project Description Estimate \$	Anna Bay – multi-purpose community facility 1,500,000 80% Total Estimate 1,500,000 1,

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A.6 Roadworks

Raymond Terrace - Rural

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
RW1	Richardson Road/Halloran Way, Raymond Terrace – roundabout extension	200,000	100%	2020
RW2	Paterson Street, Hinton – bridge to 3 Paterson Street	108,739	63%	2020
RW3	Duns Creek Road, Duns Creek – 201 Duns Creek Road to 238 Duns Creek Road	296,352	48%	2020
RW4	Clarence Town Road, Glen Oak – 1598 Clarence Town Road to 1676 Clarence Town Road	346,949	47%	2020
RW5	Kuranga Avenue/Dawson Road, Raymond Terrace – upgrade intersection to roundabout	950,000	100%	2020
RW6	East Seaham Road, East Seaham – 806 East Seaham Road to 1042 East Seaham Road	1,121,170	48%	2020
RW7	Glenelg Street, Raymond Terrace - 12 Glenelg Street to Adelaide Street	165,750	54%	2025
RW8	Adelaide Street, Raymond Terrace – 249a Adelaide Street to 251 Adelaide Street	268,497	54%	2025
RW9	East Seaham Road, East Seaham – 248 East Seaham Road to 248 East Seaham Road	149,532	64%	2025
RW10	East Seaham Road, East Seaham – 248 East Seaham Road to 318 East Seaham Road	163,218	64%	2025
RW11	East Seaham Road, East Seaham – 318 East Seaham Road to 348 East Seaham Road	337,634	64%	2025
RW12	East Seaham Road, East Seaham – 348 East Seaham Road to 407 East Seaham Road	481,257	64%	2025
RW13	Rees James Road, Raymond Terrace – Bellevue Street to Kuranga Avenue	768,006	81%	2025
RW14	Rees James Road, Raymond Terrace – Kuranga Avenue to 40 Rees James Road	427,775	81%	2025
RW15	Rees James Road, Raymond Terrace – 42 Rees James Road to 50 Rees James Road	354,822	81%	2025
RW16	Rees James Road, Raymond Terrace – 50 Rees James Road to end	666,517	88%	2025
RW17	Central Carpark, Raymond Terrace	729,302	44%	2025
RW18	Lakeside Sports Complex 1, Raymond Terrace	795,984	33%	2025
RW19	Lakeside Sports Complex 2, Raymond Terrace	1,475,695	70%	2025
RW20	King Park Sports Complex 1, Raymond Terrace	959,023	44%	2025
RW21	Laverick Avenue, Tomago – 21 Laverick Avenue	333,590	64%	2025
RW22	Boomerang Park 2, Raymond Terrace	271,187	44%	2030
		44 070 000		

Total Estimate 11,370,999

Central Growth Corridor

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
RW23	The Bucketts Way, Twelve Mile Creek – 309 The Buckets Way to 309 The Buckets Way	235,104	38%	2020
RW24	The Bucketts Way, Twelve Mile Creek – 451 The Buckets Way to boundary	272,256	33%	2020
RW25	Ferodale Road, Medowie – 51 Ferodale Road to 85 Ferodale Road	360,000	72%	2020
RW26	Tanilba Road, Mallabula – Fairlands Road to Mallabula Road	606,864	85%	2020
RW27	Ferodale Road – Campvale drain bridge upgrade	1,200,000	100%	2020
RW28	Richardson Road/Grahamstown Dam Road, Campvale –upgrade intersection to roundabout	2,000,000	100%	2020
RW29	Ferodale Road/Peppertree Road, Medowie – upgrade intersection to signalised	1,600,000	100%	2020
RW30	Medowie Road, Campvale – 276 Medowie Road to start of island	108,540	63%	2025
RW31	Ferodale Road, Medowie – Roundabout to 38 Ferodale Road	187,479	54%	2025
RW32	Ferodale Road, Medowie – Roundabout to 46 Ferodale Road	111,387	54%	2025
RW33	Ferodale Road, Medowie – 38 Ferodale Road to 44 Ferodale Road	157,783	54%	2025
RW34	Avenue Of The Allies, Tanilba Bay - Diggers Drive to Lemon Tree Passage Road	664,589	66%	2025
RW35	Grahamstown Road, Medowie - Aquatic Centre to 8 Grahamstown Road	886,761	74%	2025

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RW36	James Road, Medowie – 52 James Road to 101 James Road	650,000	78%	2025
RW37	Tarean Road, Karuah – 233 Tarean Road to 264 Tarean Road	275,962	54%	2030
RW38	Tarean Road, Karuah – 264 Tarean Road to 370 Tarean Road	275,962	54%	2030
RW39	Tarean Road, Karuah – 423 Tarean Road to 443 Tarean Road	173,664	54%	2030
RW40	Tarean Road, Karuah - 443 Tarean Rd to 446 Tarean Rd	275,962	54%	2030
RW41	Yulong Park, Medowie	584,634	44%	2030

Total Estimate 10,626,947

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Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
RW42	Tomaree Road, Shoal Bay – Messines Street to 42 Tomaree Road	294,910	78%	2020
RW43	Tomaree Road, Shoal Bay – 42 Tomaree Road to 86 Tomaree Road	522,161	78%	2020
RW44	Gowrie Avenue, Nelson Bay – Shoal Bay Road to Kerrigan Street	308,172	78%	2020
RW45	Tomaree Sports Complex 2, Nelson Bay	1,273,795	70%	2020
RW46	One Mile Beach Reserve 2, One Mile	255,024	70%	2020
RW47	Dowling Street, Nelson Bay –Fingal Street to 29 Dowling Street	359,558	73%	2025
RW48	Foreshore Drive, Corlette – 45 Foreshore Drive to 83 Foreshore Drive	418,736	75%	2025
RW49	Church Street, Nelson Bay – Government Road to Dowling Street	479,338	59%	2025
RW50	Dowling Street, Nelson Bay – parking action – bypass work	750,000	100%	2022
RW51	Dowling St/Fingal St – parking action – signalised intersection	1,600,000	40%	2026
RW52	Donald St/Stockton St – parking action – signalised intersection	1,600,000	40%	2026

Total Estimate 7,861,694

Fern Bay

	Total Estimate	1,500,000		
RW54	Taylor Road, Fem Bay – Popplewell Road to Nelson Bay Road	700,000	85%	2025
RW53	Rankin Road, Fern Bay – Popplewell Road to Nelson Bay Road	800,000	85%	2025
Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold

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A.7 Medowie Traffic & Transport

Central Growth Corridor

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
MTT1	Medowie Road – gateway treatment at entrance to Medowie north of Boundary Road	33,000	43%	2021
MTT2	Medowie Road – gateway treatment and change in speed zone north of Kindlebark Drive,	33,000	43%	2021
MTT3	Medowie Road – gateway treatment at entrance to Medowie south of South Street	33,000	43%	2021
MTT4	Medowie Road – gateway treatment and change in speed zone south of Ferodale Road	33,000	43%	2021
MTT5	Medowie Road/Brocklesby Road – upgrade intersection to roundabout	2,050,000	43%	2021
MTT6	Lisadell Road and Abundance Road – pavement widening from Fairlands Road to Industrial Road	2,050,000	43%	2021
MTT7	Lisadell Road/Fairlands Road – road widening and upgrade intersection to roundabout	802,000	43%	2021
MTT8	Lisadell Road/Abundance Road – road realignment to create a T intersection with priority given to the through movement.	615,000	43%	2021
MTT9	Abundance Drive – gateway treatment and change in speed zone south of Industrial Road	33,000	43%	2021
MTT10	Abundance Drive/Ferodale Road – upgrade intersection to roundabout	902,000	43%	2021
MTT11	Ferodale Road/Kirrang Drive – upgrade existing roundabout	820,000	43%	2021
MTT12	Ferodale Road – upgrade entrance to commercial land at 37B Ferodale Road to roundabout	820,000	43%	2021
MTT13	Various roads – on-road signage and line markings	16,500	43%	2021
MTT14	Medowie Road – off-road shared path from Medowie Road to Cherry Tree Close	50,000	43%	2021
MTT15	Medowie Road – off-road shared path from Silver Wattle Drive to Ferodale Road	205,000	43%	2021
MTT16	Medowie Road – off-road shared path from Ferodale Road to 500m south	500,000	43%	2021
MTT17	Various roads – on-road signage and line markings within rural-residential areas	16,500	43%	2021
MTT18	Ferodale Rd – Off-road shared path from Kirrang Drive to Coachwood Drive	1,080,000	43%	2021
MTT19	Ford Avenue – off-road shared path with cadastral corridor from Ford Avenue to Sylvan Avenue	50,000	43%	2021
MTT20	Medowie Road – upgrade pedestrian refuge at Kirrang Drive/Federation Drive	24,200	43%	2021
MTT21	Medowie Road – upgrade pedestrian refuge south of Kindlebark Drive	24,200	43%	2021
MTT22	Medowie Road – install pedestrian refuge island at Silver Wattle Drive	24,200	43%	2021
MTT23	Silver Wattle Drive – install pedestrian refuge island at Medowie Road	24,200	43%	2021
MTT24	Medowie Road – upgrade pedestrian refuge island at Ferodale Road	24,200	43%	2021
MTT25	Medowie Road – install pedestrian refuge island south of Ferodale Road	50,000	43%	2021
MTT26	Medowie Road install pedestrian refuge island at Blueberry Road	24,200	43%	2021
MTT27	Kirrang Drive – install pedestrian refuge island at Ferodale Road	24,200	43%	2021
MTT28	Brocklesby Road – install pedestrian refuge island at Ferodale Road	25,000	43%	2021
MTT29	Ferodale Road – upgrade pedestrian refuge island west of Medowie Road	24,200	43%	2021
MTT30	Various Intersection Upgrades – kerb and guter and ramps at Ferodale Road intersection with Waropara, Bottle Brush Avenue and Kirrang Drive	157,500	43%	2021
MTT31	Install Bicycle Parking Facilities	50,000	43%	2021
MTT32	Medowie Road/Kindlebark Drive – upgrade intersection to roundabout	820,000	43%	2032
MTT33	Brocklesby Road –off-road shared path from Medowie Road to Ferodale Road	975,000	43%	2032
MTT34	Medowie Road – off-road shared path from Ferodale Road to South Street	1,280,000	43%	2032
MTT35	Waropara Rd – off-road shared path from Ferodale Road to Kula Road	800,000	43%	2032
MTT36	Medowie Road/Blueberry Road – improve channelisation of intersection	176,000	43%	2032
MTT37	Medowie Rd – improve roundabout approaches at intersections with Ferodale Road, South Street and access to Kingston site	3,000,000	43%	2032

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	Total Estimate	10 000 100		
MTT39	Kirrang Drive – off-road shared path from Ferodale Road to Medowie Road	870,000	43%	2032
MTT38	Wilga Road – off-road shared path from Wilga Road to Town Centre including bridge for creek crossing	360,000	43%	2032

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A.8 Shared Paths

Raymond Terrace - Rural

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
SP1	Raymond Terrace to Lakeside, Raymond Terrace - construction of a new shared pathway	350,000	100%	2020
SP2	Brandy Hill Drive, Brandy Hill – shared path from Clarence Town Road to Seaham Road	2,500,000	60%	2025
SP3	Kingston Parade, Heatherbrae – shared path from Kingston Parade to Pacific Highway	28,500	100%	2027
SP4	Pacific Highway, Heatherbrae – shared path from Kingston Parade to Hunter River High School	108,300	100%	2027
SP5	Paterson Road, Hinton – shared path from High Street to Swan Street	250,000	100%	2027
FP6	Swan Street, Hinton – footpath from Hinton Road to Stuart Park	85,500	100%	2027
SP7	Warren Street, Seaham – shared path from school crossing to community hall.	70,300	100%	2027
SP8	Lakeside No.2 Reserve, Raymond Terrace shared path from Halloran Way to Luskin Close	48,600	100%	2027
SP9	King Park Reserve, Raymond Terrace – shared path from Newline Road to Fitzgerald Bridge	315,400	100%	2027
SP10	Beaton Avenue, Raymond Terrace – shared path from Kanwary Close to King Park	220,000	100%	2027
SP11	Adelaide Street, Raymond Terrace – shared path from Richardson Road to Roslyn Park	280,000	100%	2027
SP12	Mount Hall Road, Raymond Terrace – shared path from Clyde Circuit to Pacific Highway underpass	81,700	100%	2027
SP13	Glenelg Street, Raymond Terrace – shared path from Adelaide Street to Golf course	400,000	100%	2027
SP14	Hunter Street, Raymond Terrace – shared path from William Street to Barnier Lane	74,000	100%	2027
SP15	Newbury Park Reserve, Raymond Terrace – shared path from Adelaide Street to Mount Hall Road	89,700	100%	2027
SP16	Pacific Highway, Raymond Terrace – shared path from Martens Avenue to Rosemount Drive	92,000	100%	2027
FP17	Kangaroo Street, Raymond Terrace – footpath from Port Stephens Street to Carmichael Street	16,100	100%	2027
SP18	Adelaide Street, Raymond Terrace – shared path from Pacific Highway to Elkin Avenue	45,600	100%	2027
SP19	Adelaide Street, Raymond Terrace – shared path from Kangaroo Street to Sturgeon Street	49,000	100%	2027
SP20	Adelaide Street, Raymond Terrace – shared path from Rees James Road to Richardson Road	110,200	100%	2027
SP21	Adelaide Street, Raymond Terrace – shared path from Rees James Road to Bellevue Street	312,000	100%	2027
SP22	Rees James Road, Raymond Terrace – shared path from Bellevue Street to end	675,000	100%	2027
FP23	Kangaroo Street, Raymond Terrace – footpath from Carmichael Street to Sturgeon Street North	6,125	100%	2027
FP24	Kangaroo Street, Raymond Terrace – footpath from Sturgeon Street to Adelaide Street (median)	2,500	100%	2027

Total Estimate 6,210,525

Central Growth Corridor

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
SP25	Wattle Street, Karuahshared path from Tarean Road to Engel Avenue	45,600	100%	2027
SP26	Engel Avenue, Karuah – shared path From Wattle Street to Karuah MPC	39,900	100%	2027
SP27	Mustons Road, Karuah – shared path from Boronia Road to Mustons Gully	64,600	100%	2027
SP28	Mustons Road, Karuah – shared path from Mustons Gully to Tarean Road	133,000	100%	2027
FP29	Tarean Road, Karuah – footpath from Bundabah Street to Longworth Park	28,000	100%	2027
SP30	South Street, Medowie – shared path from Medowie Road to Sylvan Avenue	72,200	100%	2027
SP31	Silver Wattle Drive, Medowie – shared path from Medowie Road to Bottle Brush Avenue	19,250	100%	2027
FP32	Grey Gum Street, Medowie – footpath from Medowie Road to Bottle Brush Avenue	17,000	100%	2027
SP33	Lemon Tree Passage Road, Lemon Tree Passage – shared path from end of existing to Crawley Avenue.	40,000	100%	2027
SP34	Lemon Tree Passage Road, Lemon Tree Passage – shared path from Crawley Avenue to Blanch Street	123,500	100%	2027

ITEM 1 - ATTACHMENT 2 PORT STEPHENS LOCAL INFRASTRUCTURE CONTRIBUTION PLAN - AMENDMENT NO. 1

SP35	Meredith Avenue, Lemon Tree Passage - from Kawarren Street to Kenneth Parade	39,900	100%	2027
SP36	Cook Parade, Lemon Tree Passage – shared path from Morton Avenue to Meredith Avenue	338,200	100%	2027
SP37	Kawarren Street, Lemon Tree Passage – shared path from Blanch Street to Kenneth Parade	171,000	100%	2027
SP38	President Wilson Walk, Tanilba Bay – shared path from Pershing Place to Diggers Drive	106,400	100%	2027
SP39	President Wilson Walk, Tanilba Bay – shared path from Diggers Drive to King Albert Avenue	68,400	100%	2027
SP40	President Wilson Walk, Taniiba Bay – footpath from Lemon Tree Passage Road to Lloyd George Grove	19,800	100%	2027

Total Estimate 1,326,750

Tomaree

No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
SP41	Gan Gan Road, Anna Bay shared path from existing path to existing path	250,000	100%	2027
SP42	Campbell Avenue, Anna Bay – shared path from Gan Gan Road to Robinson Street	220,000	100%	2027
SP43	Robinson Street, Anna Bay – shared path from Campbell Avenue to Robinson Reserve	165,000	100%	2027
SP44	Sandy Point Road, Corlette – shared path from Roy Wood Reserve to foreshore	19,000	100%	2027
SP45	Foreshore Drive, Salamander Bay/Corlette – shared path from Cook Street to Sandy Point Road	931,000	100%	2027
SP46	Bagnall Beach Road, Corlette – shared path from Marlin Street to crossing point	19,000	100%	2027
SP47	Bagnall Beach Road, Corlette – shared path from crossing point to Maruway Street	49,400	100%	2027
SP48	Bagnall Beach Road, Corlette – shared path from King Fisher Reserve to detention basin	103,000	100%	2027
SP49	Bagnall Beach Road, Corlette – shared path from Marlin Street to end of existing	24,700	100%	2027
SP50	Marine Drive, Fingal Bay – shared path from Boulder Bay Road to Ваггу Рагк	300,000	100%	2027
SP51	Beach Road, Nelson Bay – shared path from Gowrie Avenue to Harwood Avenue	220,000	100%	2027
SP52	Beach Road, Nelson Bay – shared path from Victoria Parade to boat ramp	85,880	100%	2027
SP53	Beach Road, Nelson Bay – shared path from boat ramp to Gowrie Avenue	45,600	100%	2027
SP54	Victoria Parade, Nelson Bay – shared path from Fly Point to Beach Road	248,000	100%	2027
FP55	Donald Street, Nelson Bay – footpath from Magnus Street to grassy knoll	7,875	100%	2027
SP56	Victoria Parade, Nelson Bay – shared path from Magnus Street to Yacaaba Street	165,300	100%	2027
SP57	Salamander Way, Salamander Bay – shared path from Port Stephens Drive to Community Close	904,500	100%	2027
SP58	Beach Road, Shoal Bay – shared path from Harwood Avenue to Shoal Bay Road	161,500	100%	2027
SP59	Government Road, Shoal Bay – shared path from Messines Street to Peterie Street	241,300	100%	2027
SP60	Government Road, Shoal Bay – shared path from Peterie Street to Sylvia Street	159,600	100%	2027
SP61	Shoal Bay Road, Shoal Bay – shared path from Beach Road to end of existing path	155,800	100%	2027
SP62	Sylvia Street, Shoal Bay – shared path from Government Road to Horace Street	36,100	100%	2027

Total Estimate 4,512,555

Fern Bay

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
SP63	Nelson Bay Road, Fern Bay – shared path from Braid Road to Bayway Village	579,000	100%	2026
SP64	Shared path between Seaside Boulevarde and Popplewell Road	725,000	100%	2026
	Total Estimate	1,304,000		

PORT STEPHENS LOCAL INFRASTRUCTURE ITEM 1 - ATTACHMENT 2 **CONTRIBUTION PLAN - AMENDMENT NO. 1**

A.9 Bus facilities

Raymond	Terrace -	Rural
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Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
BS1	Elizabeth Avenue at Bareena Street, Raymond Terrace – bus shelter	20,000	60%	2036
BS2	Rees James Road (near SES), Raymond Terrace – bus shelter	20,000	60%	2036
	Total Estimate	40,000		

Central Growth Corridor

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
BS3	Tarean Road at golf course, Karuah – bus shelter	40,000	80%	2036
BS4	Admiralty Drive at Caswell Crescent, Tanilba Bay – bus shelter	20,000	80%	2036
BS5	Lemon Tree Passage Road at Blanch Street, Lemon Tree Passage – bus shelter	20,000	60%	2036
BS6	Nelson Bay Road at Lemon Tree Passage Road, Salt Ash – bus shelter	20,000	60%	2036
BS7	Nelson Bay Road at Steel Street, Williamtown – bus shelter	20,000	60%	2036
	Total Estimate	120,000		

i omaree				
Project	Project Description	Estimate \$	Apportion-	Staging
No	Figer Description	Launale a	ment	Threshold
BS8	Fitzroy Street at Campbell Avenue, Anna Bay – bus shelter	20,000	60%	2036
	Total Estimate	20.000		

Fern Bay

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
BS9	Fern Bay – relocate, replace, upgrade or remove 11 existing bus shelters and provide pedestrian refuge on Nelson Bay Road for access	515,000	100%	2036
	Total Estimate	515,000		

ITEM 1 - ATTACHMENT 2 PORT STEPHENS LOCAL INFRASTRUCTURE CONTRIBUTION PLAN - AMENDMENT NO. 1

A.10 Fire and Emergency Services

Raymond Terrace - Rural

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
FEF1	Seaham – enclose existing carport at RFS station to provide a training room and kitchen facilities	80,000	60%	2020
	Total Estimate	80.000		

	ree

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
140			HIGH	THICSHOIL
FEF2	Corlette – Expand current SES building by three vehicle bays	300,000	60%	2020
FEF3	Soldiers Point - expand current facility to 3 vehicle-bay and adding a training room at Soldiers Point	250,000	60%	2031
	Total Estimate	550,000		

PORT STEPHENS LOCAL INFRASTRUCTURE ITEM 1 - ATTACHMENT 2 **CONTRIBUTION PLAN - AMENDMENT NO. 1**

A.11 Flooding and Drainage Works

Raymond Terrace - Rural

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
FD1	Tregenna Street, Raymond Terrace – upgrading the drainage system at the intersection of Tregenna Street and Adelaide Street	650,000	70%	2020
FD2	Elizabeth Street, Raymond Terrace – construction of a new drainage system from Elizabeth Street to Phillip Street via Charles Street	550,000	70%	2020
FD3	Kingston Parade, Heatherbrae – upgrading the drainage system from Kingston Parade to the floodplain via 5 Kingston Parade	300,000	70%	2020
FD4	Richardson Road/Halloran Way, Raymond Terrace - detention basin with pre-treatment	850,000	70%	2020
FD5	Enterprise Drive, Tomago - upgrade drainage system at Enterprise Drive	350,000	70%	2027
	Tatal Fatimata	0.700.000		

Total Estimate 2,700,000

Central Growth Corridor

Ca	Abundance Road, Medowie - construction of a new drainage system from Abundance Road to Campvale Drain Abundance Road, Medowie – land acquisition	600,000	100%	2020
FD7 Ab	Abundance Road, Medowie – land acquisition	1		2020
107 740		2,000,000	100%	2025
1	Campvale Drain, Medowie - augmentation of Campvale Drain from pinch Point to the pumping station	500,000	100%	2027
	lames Road, Medowie - enlarge 200m of existing drain between 102 and 104 James Road, creation of trunk drainage system and easement	900,000	70%	2027
FD10 Ge	George Street, Karuah – construct a new drainage system	200,000	100%	2027
FD11 Me	Medowie Road, Medowie – culvert upgrade between 38 Ferodale Road and 754 Medowie Road	350,000	100%	2030
FD12 Me	Medowie Road, Medowie – channel improvement from Medowie Road to 38 Ferdoale Road	220,000	100%	2030
FD13 Me	Meredith Avenue, Lemon Tree Passage – upgrade the existing drainage system	500,000	50%	2032

Total Estimate 5,270,000

Tomaree

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
FD14	Waratah Avenue, Soldiers Point – upgrading the drainage system and construction of a new drainage channel	400,000	50%	2020
FD15	Magnus Street, Nelson Bay – construct drainage system from Magnus Street to Victoria Parade and construct the overflow pipe drainage system	800,000	50%	2027
FD16	Soldier Point Road, Salamander Bay - upgrading the trunk drainage system at the intersection of Fleet Street and Soldiers Point Road	300,000	50%	2027
FD17	Nelson Bay Road, Anna Bay – widening of Fern Tree Drain	800,000	50%	2027
FD18	Stockton Street, Nelson Bay - extending and upgrading the drainage system at 45 Donald Street to Donald Street drainage system	300,000	50%	2027
FD19	Gan Gan Road, Anna Bay – upgrade drainage between Moma Point Road and McKinley Swamp	3,765,000	50%	2032

Total Estimate 6,365,000

ITEM 1 - ATTACHMENT 2 PORT STEPHENS LOCAL INFRASTRUCTURE CONTRIBUTION PLAN - AMENDMENT NO. 1

A.14 Cross Boundary Projects - City of Newcastle

Fern Bay

Project	Project Description		Apportion-	Staging
No			ment	Threshold
CPB1	South Stockton Active Hub	158,143	100%	2022
CPB2	CPB2 Stockton sporting facilities – upgrades to Corroba Oval, Ballast Ground, pool, netball and tennis court and supporting infrastructure		60%	2023

Total Estimate 2,530,289

ITEM 1 - ATTACHMENT 2 PORT STEPHENS LOCAL INFRASTRUCTURE CONTRIBUTION PLAN - AMENDMENT NO. 1

A.13 Kings Hill Urban Release Area

Kings	

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
KH1	East/west collector road (land acquisition and capital costs)	27,496,123	100%	2024
KH2	Intersection of east/west collector road and north/south road (land acquisition and capital costs)	4,393,000	100%	2024
KH3	Intersection of east/west collector road and Newline Road (land acquisition and capital costs)	4,075,800	100%	2024
KH4	Newline Road – road upgrades	2,256,800	45%	2027
KH5	Intersection upgrade at Newline Road, Seaham Road, Port Stephens Street, William Bailey Drive	4,355,000	45%	2027
KH6	Shared pathway along Newline Road	4,992,000	100%	2027
KH7	Multi-purpose community space (land acquisition and capital costs)	1,515,000	100%	2030
KH8	District park (land acquisition and capital costs)	6,018,530	100%	2032
KH9	Skate Park	374,000	100%	2032
KH10	Multi-purpose sports court	600,000	100%	2032
KH11	RFS station (land acquisition and capital costs)	404,500	100%	2036

Total Estimate 56,480,753

Kings Hill & Raymond Terrace

Project No	Project Description	Estimate \$	Apportion- ment	Staging Threshold
KH12	Riverside Park and Lakeside Reserve – upgrade play equipment, additional pathways and amenity	700,000	28%	2024
KH13	Fitzgerald Bridge reserve – enhance area surrounding boat ramp	1,137,500	28%	2024
KH14	Raymond Terrace Cemetery – niche walls	98,000	50%	2029
KH15	Raymond Terrace Cemetery – expansion	3,627,000	12%	2036
KH16	Lakeside Sports Complex – floodlighting and car park upgrade	1,880,000	28%	2036
KH17	Raymond Terrace Library – expansion	5,921,000	12%	2036
	Total Estimate	13,363,500		

All Catchments

7.01				
Project No			Apportion- ment	Staging Threshold
KH18	Raymond Terrace – indoor sports and recreation centre	22,754,000	12%	2024

Total Estimate 22,754,000

Appendix B

List of Amendments to the Plan

TITLE	DESCRIPTION	DATE OF COMMENCEMENT
	CPI adjustment for quarter ended 31 December 2019.	
	All groups CPI weighted average of eight capital cities – 116.2 (December 2019)	29 January 2020
	CPI adjustment for quarter ended 31 March 2020	
	All groups CPI weighted average of eight capital cities – 116.6 (March 2020)	29 April 2020
Amendment No. 1	Addition of Kings Hill URA chapter and administrative amendments, including the incorporation of the Port Stephens Fixed Local Infrastructure Contribution Plan 2020 and changes to remove completed projects.	4 February 2021

ITEM 1 - ATTACHMENT 2 PORT STEPHENS LOCAL INFRASTRUCTURE CONTRIBUTION PLAN - AMENDMENT NO. 1

Appendix C

Cost Summary Reports

ITEM 1 - ATTACHMENT 2 PORT STEPHENS LOCAL INFRASTRUCTURE CONTRIBUTION PLAN - AMENDMENT NO. 1

Cost Summary Report

Development Costs less than \$1,000,000		
Development Application No:		
Complying Development No:		
Date:		
Applicant's name:		
Applicant's address:		
Development type:		
Development address:		

DEVELOPMENT COSTS:

Demolition and alterations	\$
Structure	\$
External walls, windows and doors	\$
Internal walls, screens and doors	\$
Wall finishes	\$
Floor finishes	\$
Ceiling finishes	\$
Fittings and equipment	\$
Hydraulic services	\$
Mechanical services	\$
Fire Services	\$
Lift Services	\$
External works	\$
External services	\$
Other related works	\$
Subtotal	\$
Subtotal above carried forward	\$
Preliminaries and margin	\$

ITEM 1 - ATTACHMENT 2 PORT STEPHENS LOCAL INFRASTRUCTURE CONTRIBUTION PLAN - AMENDMENT NO. 1

Consultants fees	\$
Other related development costs	\$
GST	\$
Total Development Costs	\$

I certify that I have:

- Inspected the plans the subject of the application for development consent, complying development certificate.
- Calculated the proposed cost of carrying out the development in accordance with clause 25J of the Environmental Planning and Assessment Regulation 2000 at current prices.
- Included GST in the calculation.

Signed:	
Name:	
Position & Qualifications:	

ITEM 1 - ATTACHMENT 2 PORT STEPHENS LOCAL INFRASTRUCTURE CONTRIBUTION PLAN - AMENDMENT NO. 1

Quantity Surveyor's Cost Summary Report Development Costs greater than \$1,000,000

Development Application No	:		
Complying Development No:	:		
Date:			
Applicant's name:			
Applicant's address:			
Development type:			
Development address:			
Development Details:			
Gross Floor Area – Commercial	m²	Gross Floor Area – other	m²
Gross Floor Area – Residential	m ²	Total Gross Floor Area	m ²
Gross Floor Area – Retail	m ²	Total Site Area	m ²
Gross Floor Area Car parking	m²	Total car parking spaces	
Total Development Cost	\$		
Total Construction Cost	\$		
Total GST	\$		

Estimate Details

Professional fees	\$	Excavation	\$
% of Development cost	%	Cost per m ² of site area	\$ /m²
% of Construction cost	%	Car park	\$
Demolition and site preparation	\$	Cost per m ² of site area	\$ /m²
Cost per m² - site area	\$ /m²	Cost per space	\$
Construction - Commercial	\$	Fit out – Commercial	\$
Cost per m² - commercial area	\$ /m²	Cost per m² - commercial area	\$ /m²

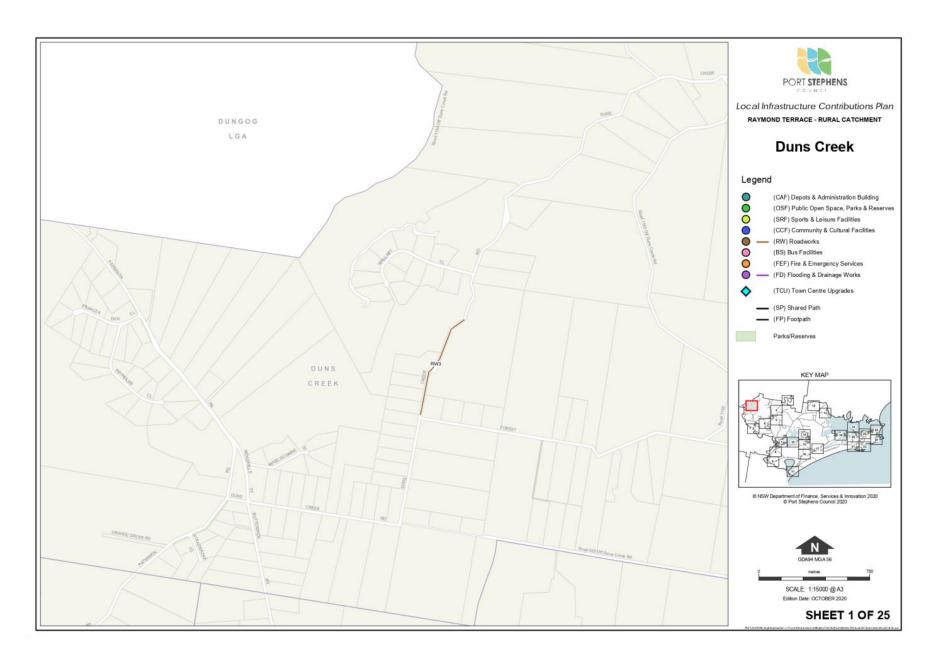
ITEM 1 - ATTACHMENT 2 PORT STEPHENS LOCAL INFRASTRUCTURE CONTRIBUTION PLAN - AMENDMENT NO. 1

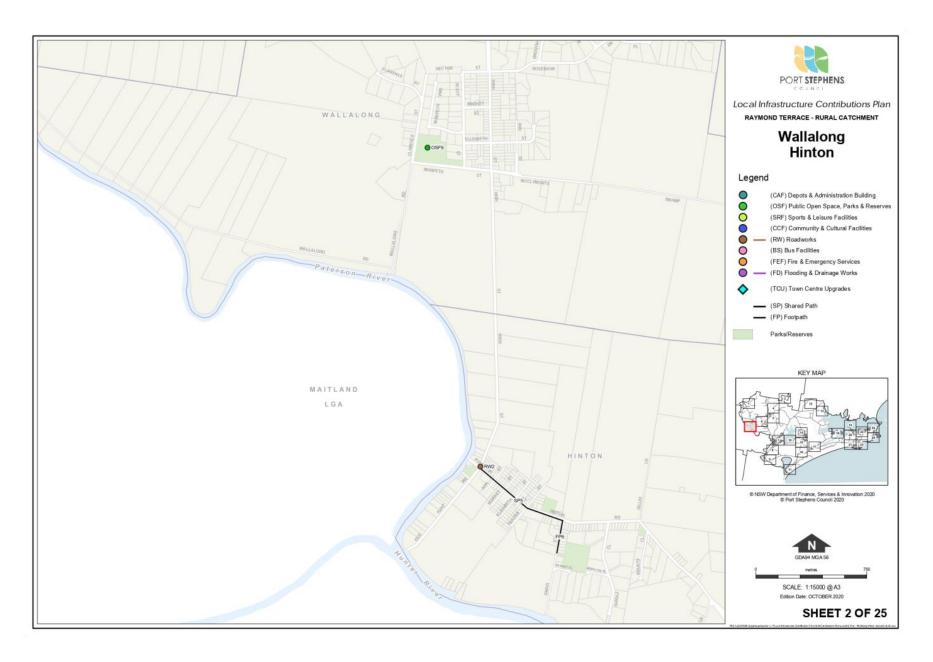
Construction Residential	\$	Fit out - residential	\$
Cost per m ² - residential area	\$ /m²	Cost per m² - residential area	\$ /m²
Construction – retail	\$	Fit out - retail	\$
Cost per m² - retail area	\$ /m²	Cost per m² - retail area	\$ /m²

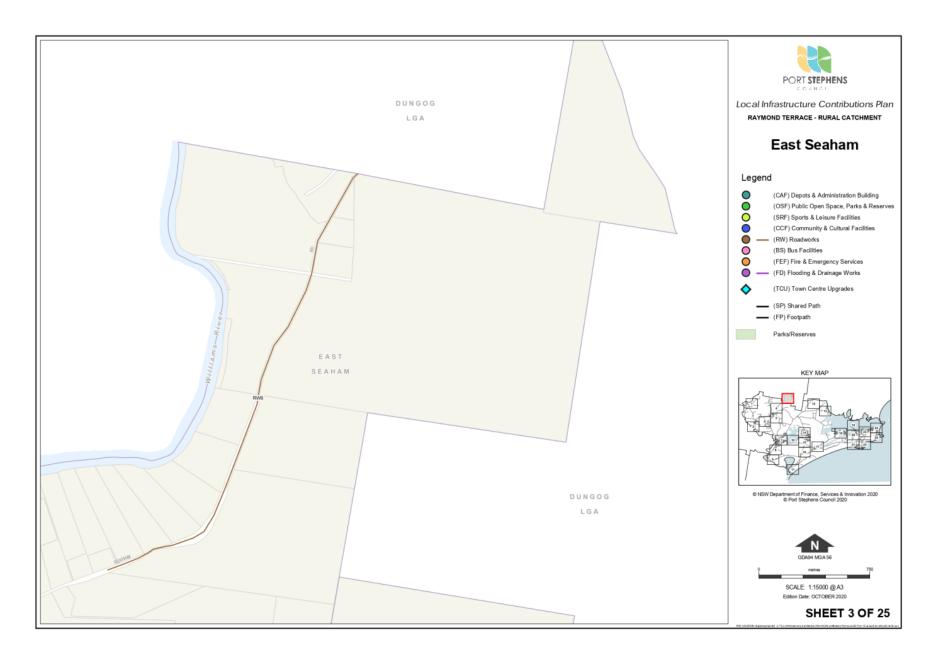
I certify that I have:

- Inspected the plans the subject of the application for development consent, complying development certificate.
- Prepared and attached an elemental estimate generally prepared in accordance with the most recent Australian Cost Management Manuals published by the Australian Institute of Quantity Surveyors (AIQS).
- Calculated the proposed cost of carrying out the development in accordance with clause
 25J of the Environmental Planning and Assessment Regulation 2000 at current prices.
- Included GST in the calculation.
- Measured gross floor areas in accordance with the Method of Measurement of Building Area in the AIQS Cost Management Manual Volume 1, Appendix A2.

Signed:	
Name:	
Position & Qualifications:	

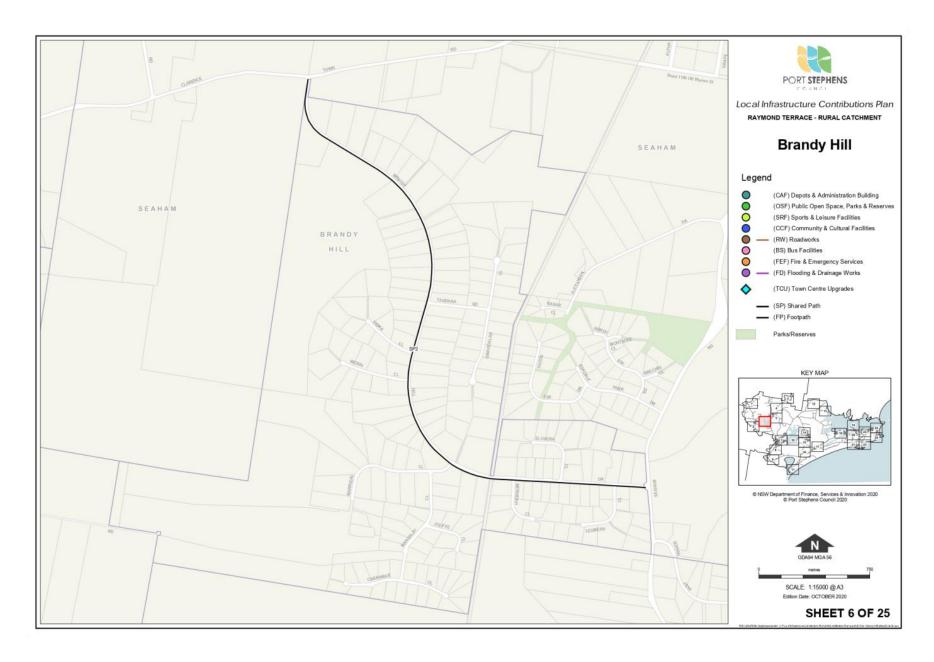


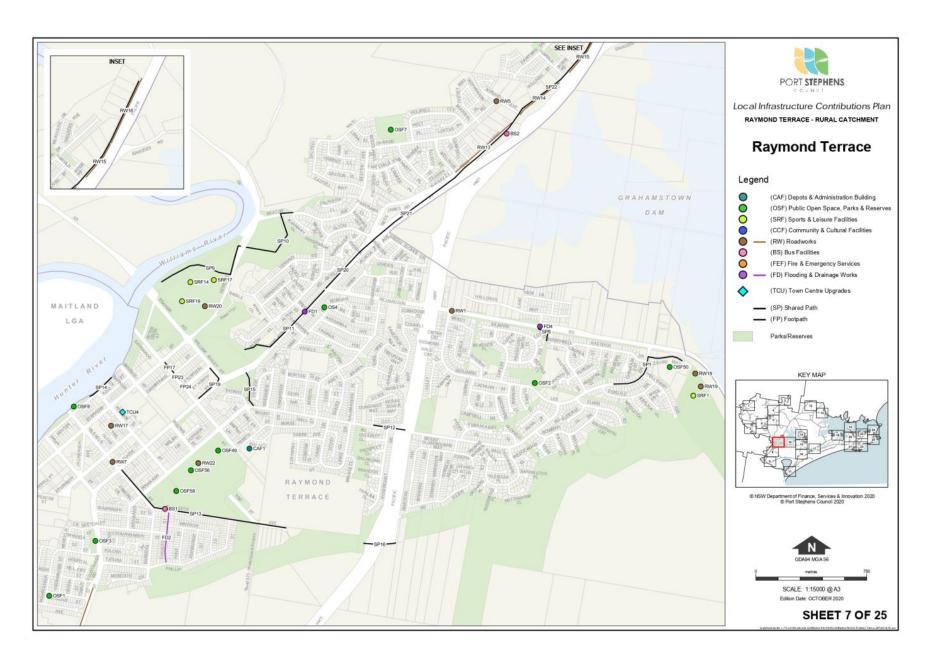


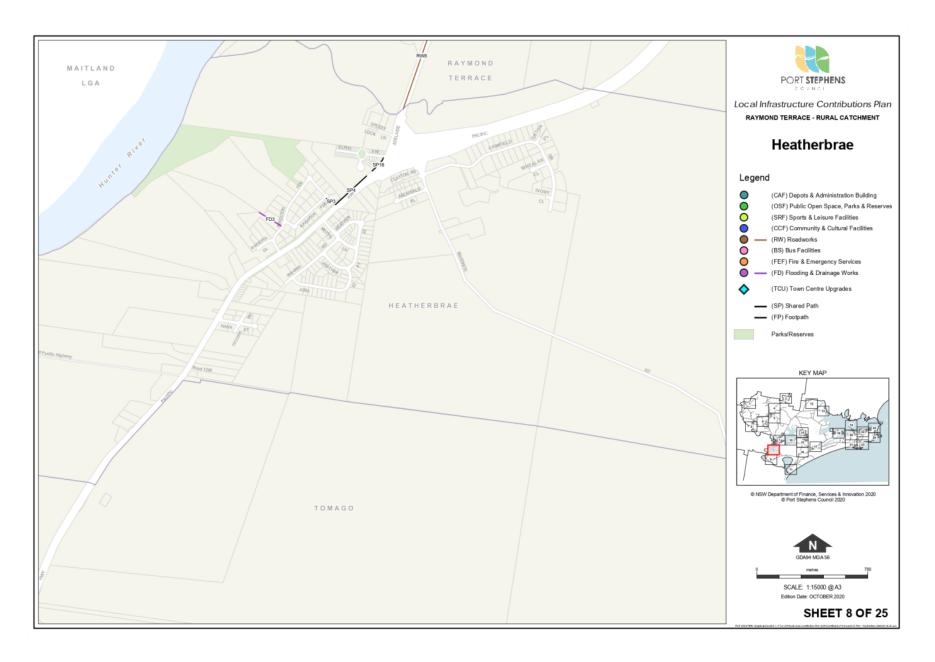


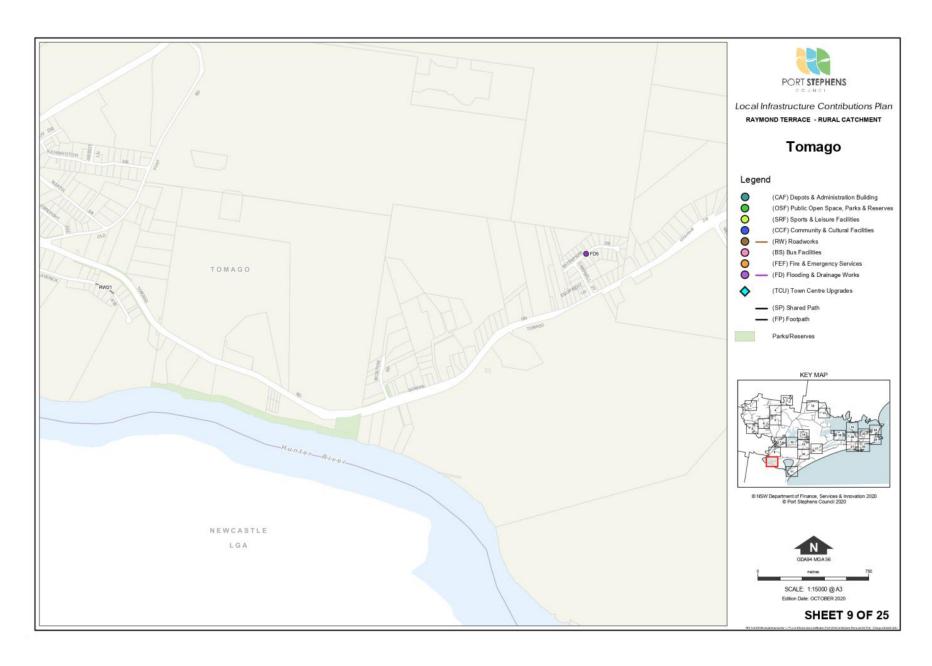


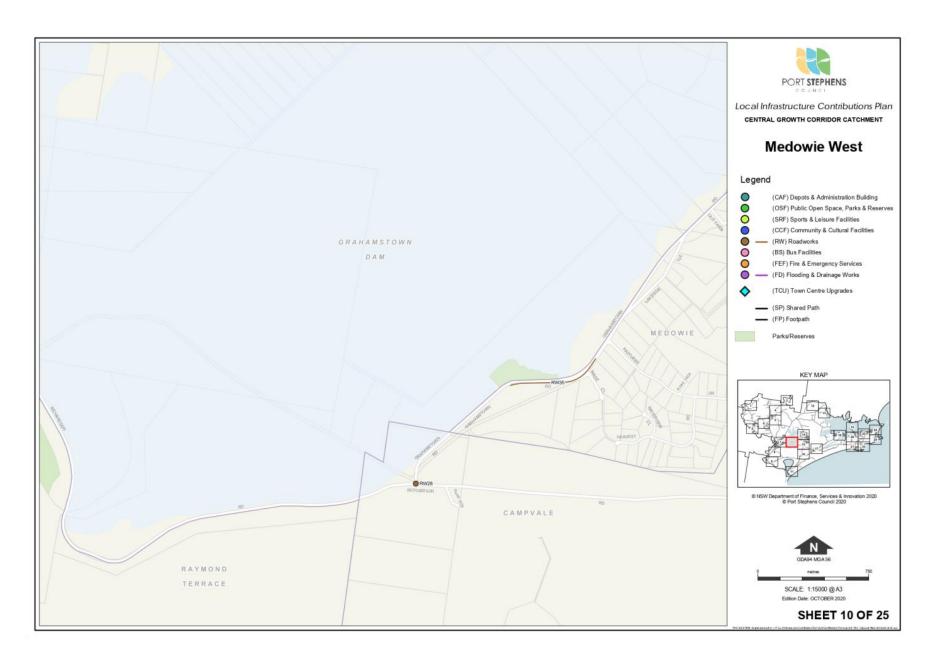


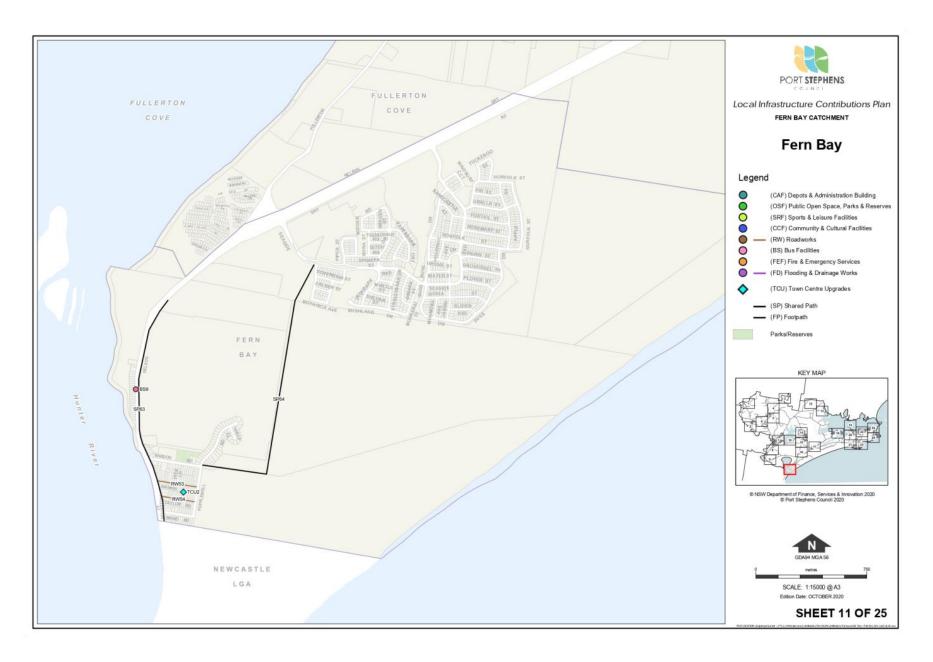






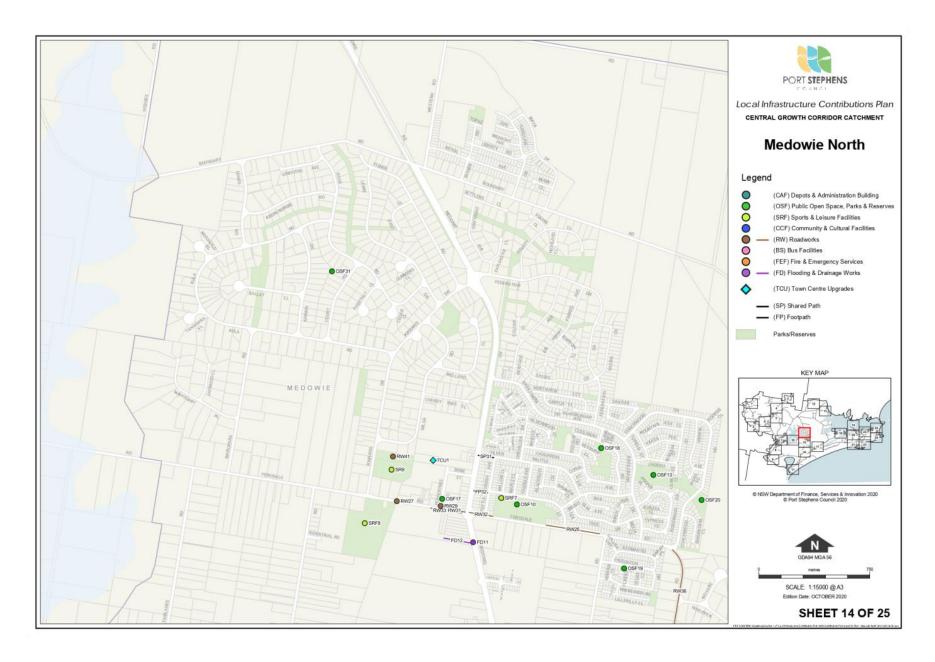


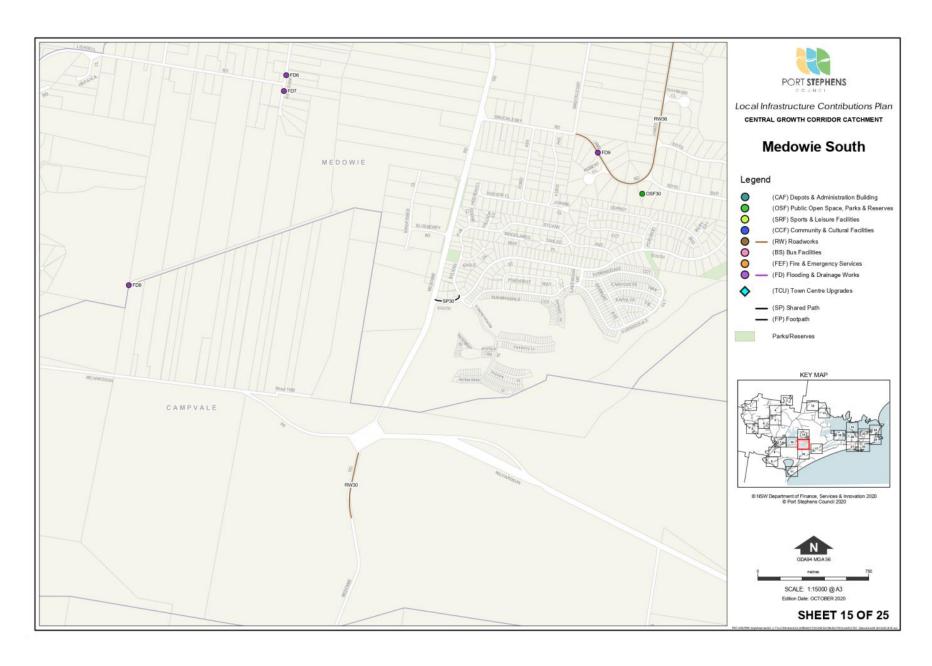




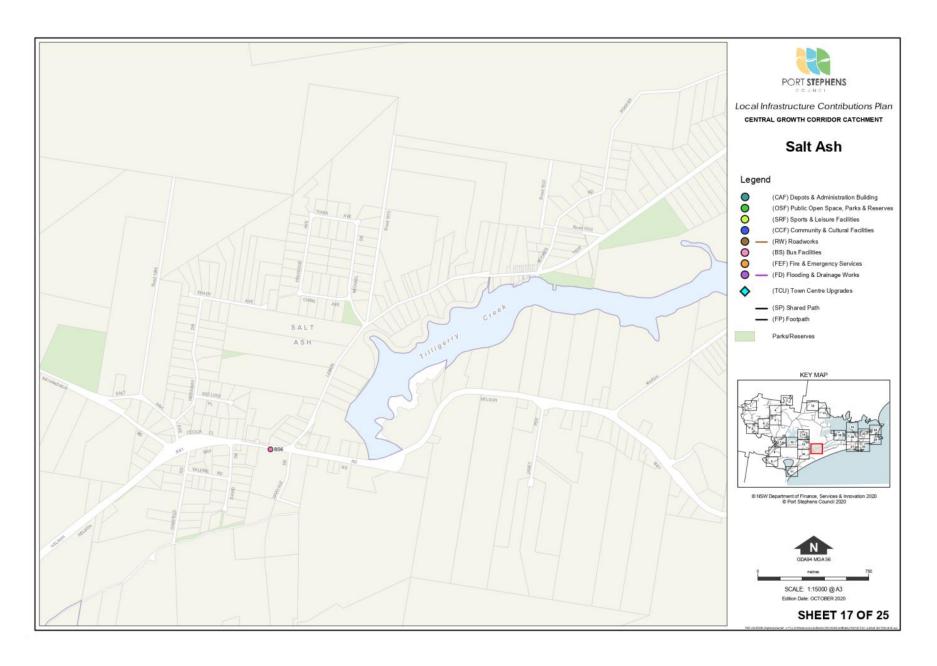


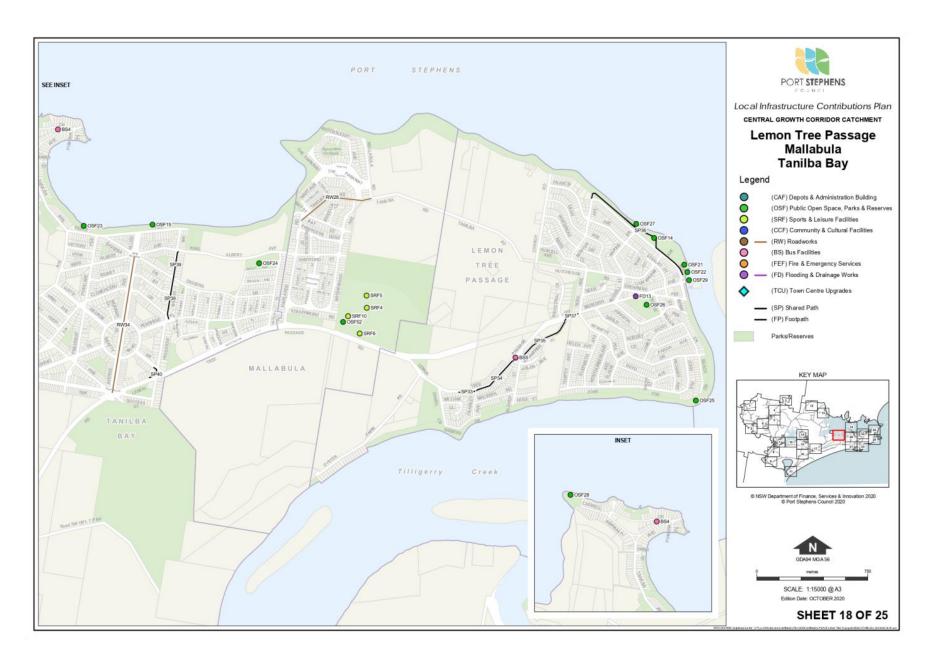




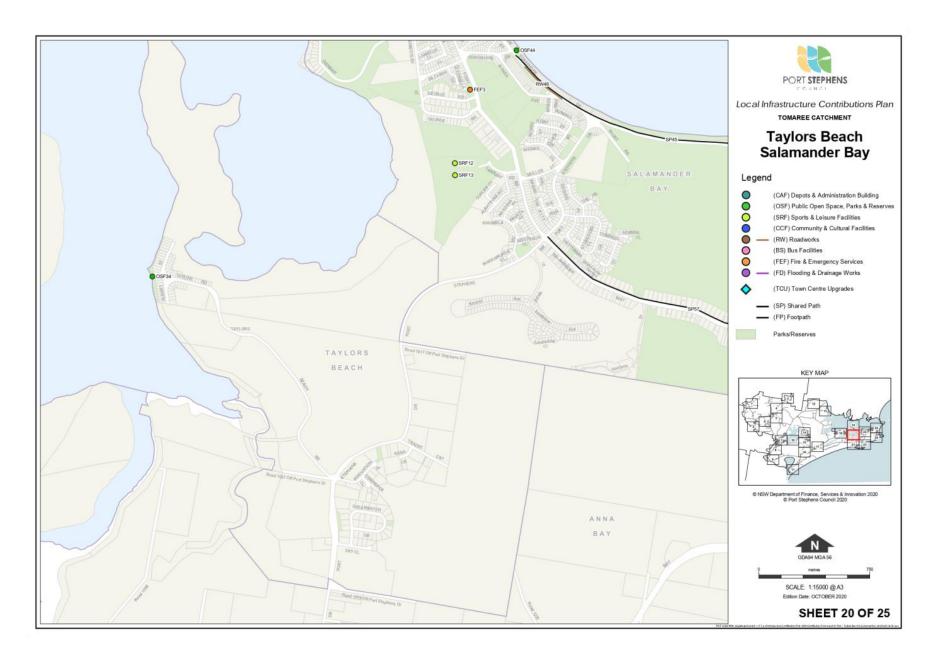




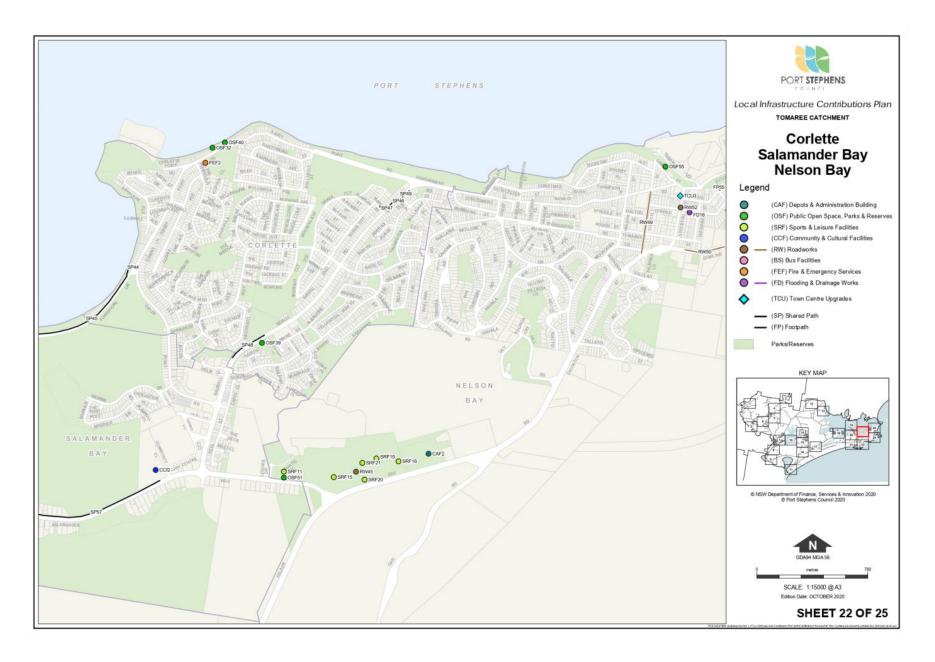


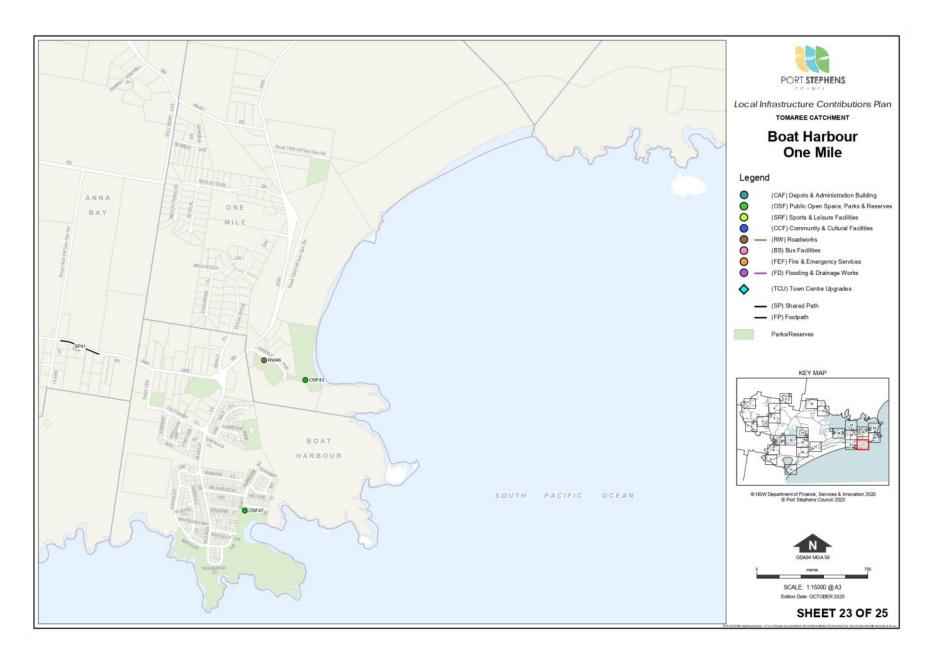


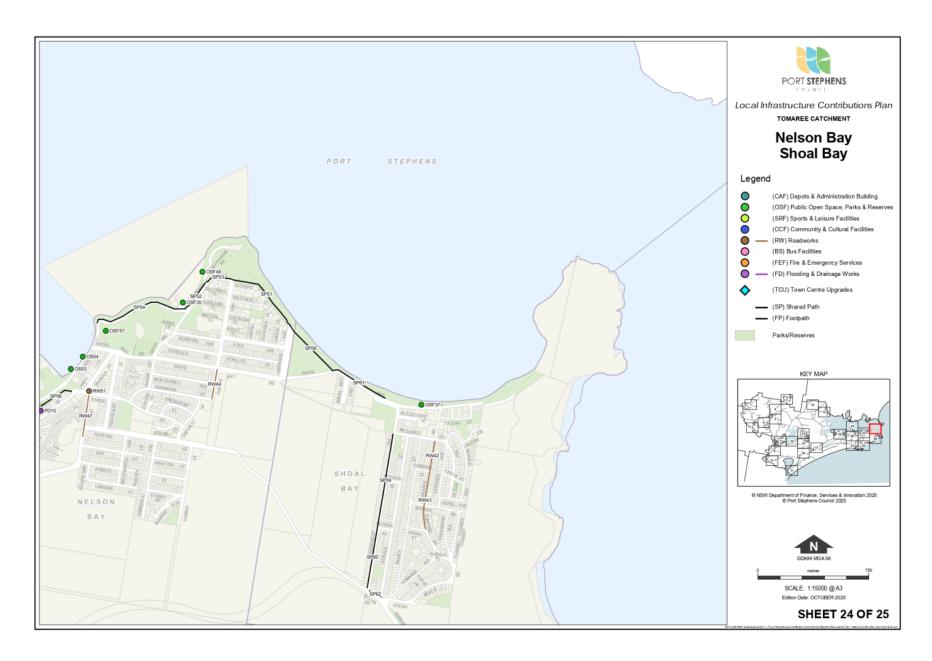




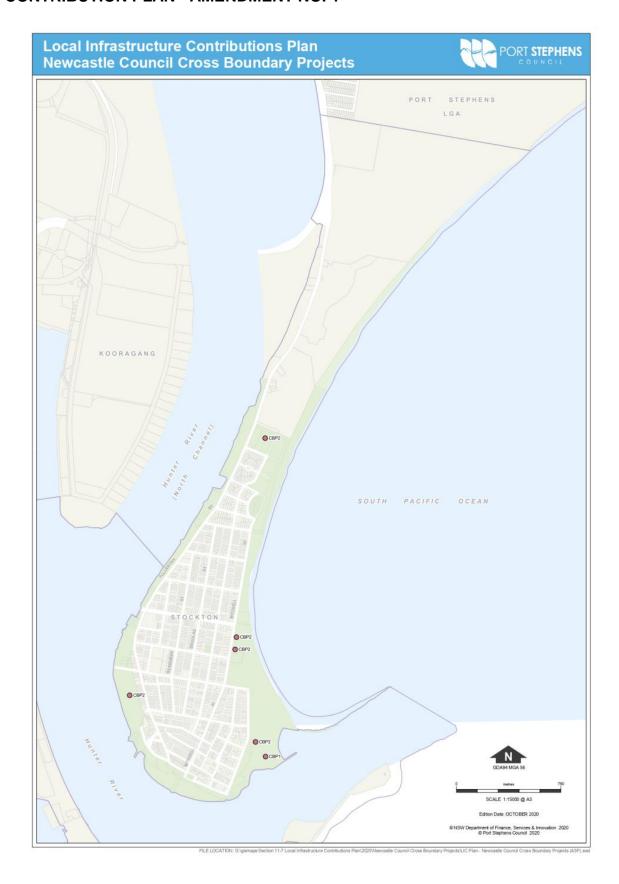


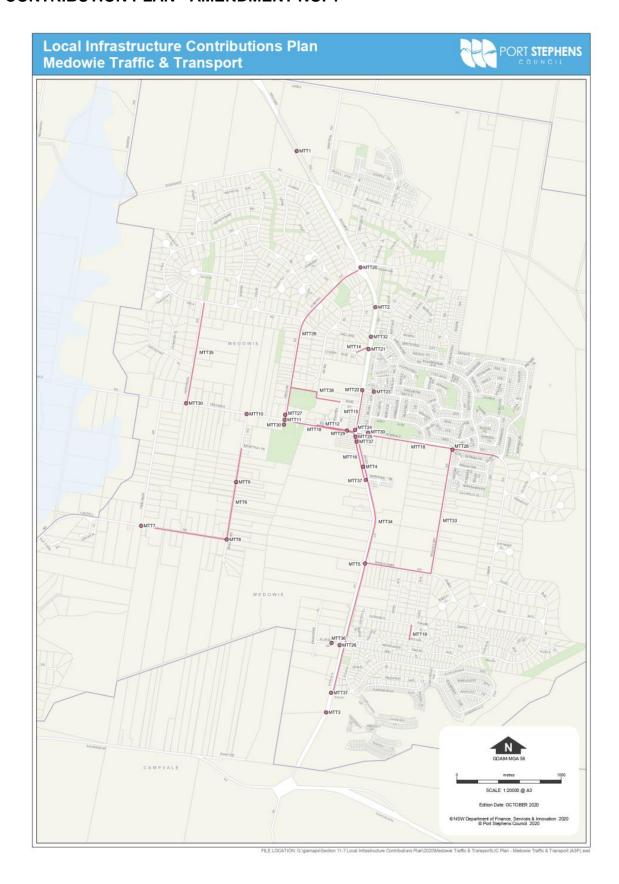


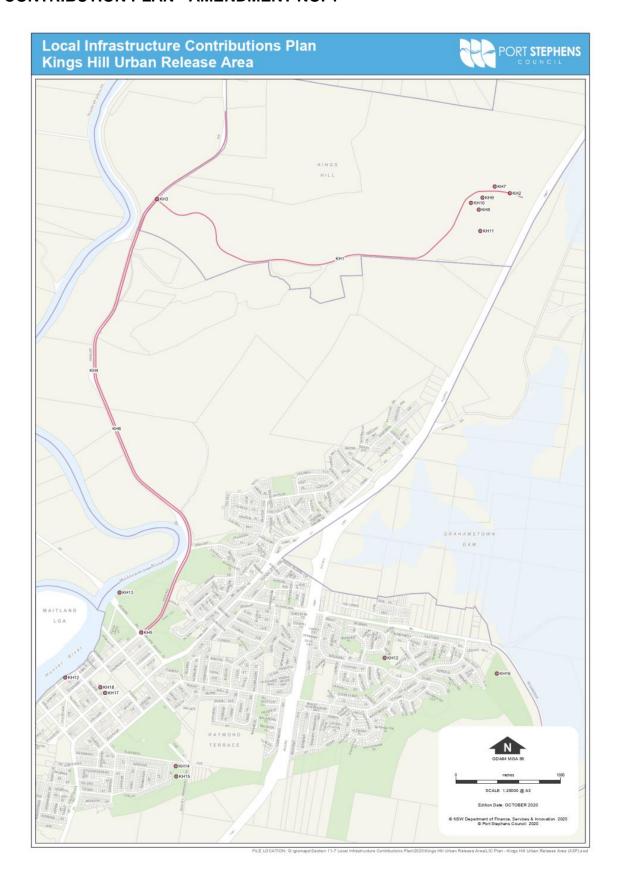












ORDINARY COUNCIL - 23 FEBRUARY 2021 - ATTACHMENTS

ITEM 1 - ATTACHMENT 2 PORT STEPHENS LOCAL INFRASTRUCTURE CONTRIBUTION PLAN - AMENDMENT NO. 1

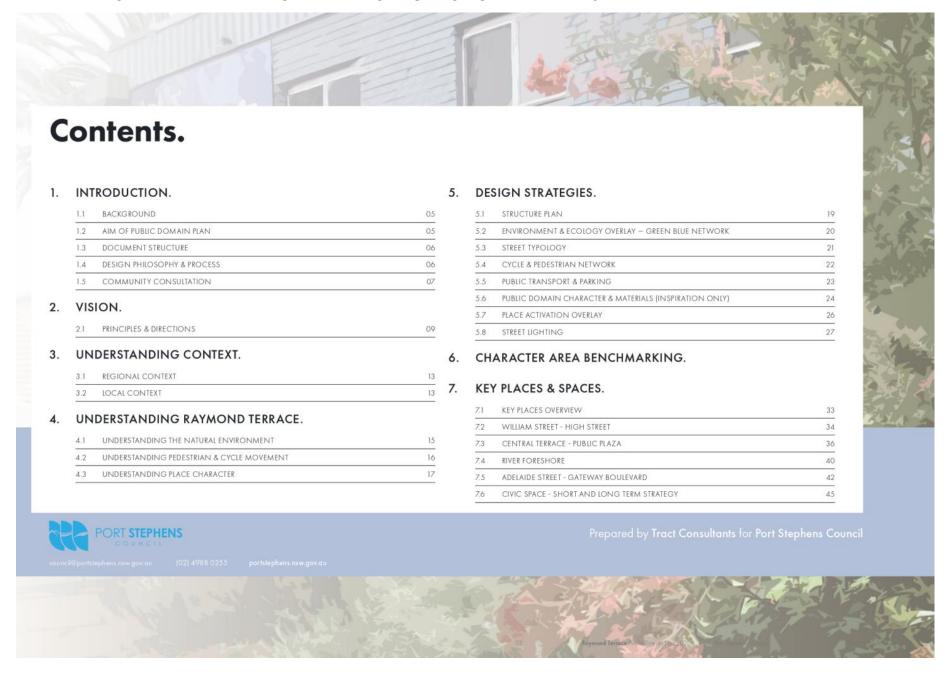


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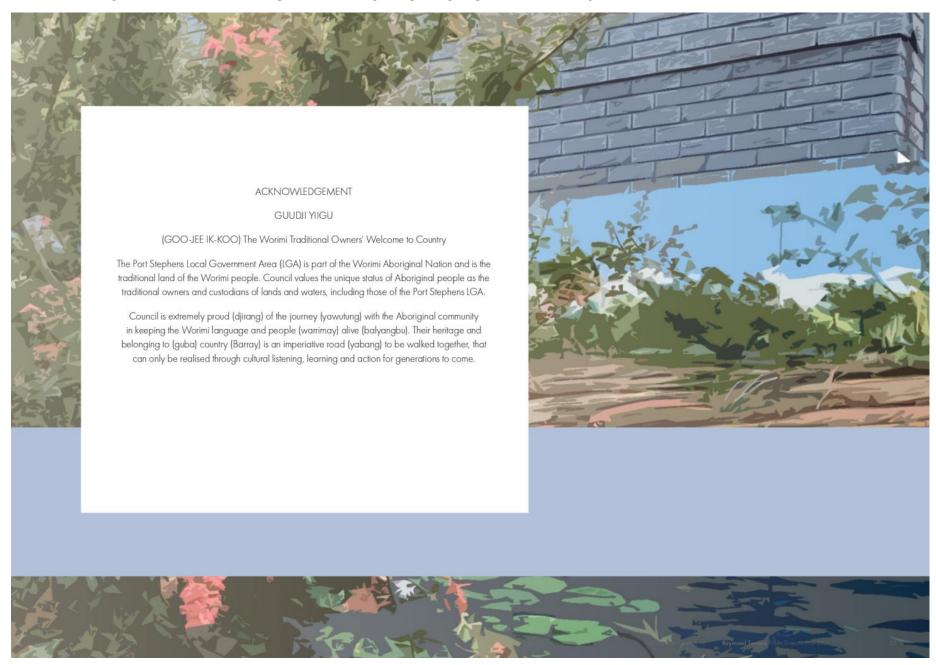
ITEM 2 - ATTACHMENT 1 RAYMOND TERRACE PUBLIC DOMAIN PLAN 2021.





ORDINARY COUNCIL - 23 FEBRUARY 2021 - ATTACHMENTS

ITEM 2 - ATTACHMENT 1 RAYMOND TERRACE PUBLIC DOMAIN PLAN 2021.





1.1 Background

1.2 Aim Of Public Domain Plan

Raymond Terrace is identified as a regionally significant centre in the Hunter Regional Plan 2036. Much valued as a place long before colonial settlement around 1837, the town has a strong connection with the river and natural environment.

In 2015 Parts Stephens Council adopted the Raymond Terrace and Heatherbrae Strategy 2015-2031 as an action strategy to seek to become a strong sustainable regional centre and a great place to live, work, and play.

Raymond Terrace has significant potential to strengthen its role and character through creating new and improved civic spaces, improving streetscapes of the area as well as pedestrian connectivity. This will improve legibility, connectivity and amenity.

Port Stephens Council further undertook a series of supporting studies and adopted several planning policies and controls between 2001 and 2017, such as:

- Raymond Terrace and Heatherbrae Strategy 2015 2031 (RT & H Strategy 2015-2031);
- King Street Waterfront Heritage Precinct Urban Design Study, 2007;
- Transport and Parking Study, 2011;
- Collaborative Community Map Output Report for the Raymond Terrace Town Centre and Heatherbrae Strategy, 2013;
- Raymond Terrace and Heatherbrae Economic Land Use Study, 2012;
- · Pedestrian Access and Mobility Plan, 2014;
- Growth Strategy Background Paper, 2011;
- Growth Strategy Discussion Paper, 2011;
- William Street Upgrade Concepts, 2014;
- Raymond Terrace Urban Design Guidelines, 2001;
- Capital Works Program 2019-2029;

- Community and Recreation Boomerang Master Plan, 2014;
- · Public Art Policy;
- · Raymond Terrace Pathways Plan, 2016; and
- Strategic Asset Management Plan 2019-2029.

Overall, these strategies, policies and plans, have developed goals for Raymond Terrace to be one with a competitive economy, a town of diverse housing, having high quality accessible public spaces and being resilient. Raymond Terrace also requires to strengthen its retail offering and appeal; surrounding areas such as Newcastle, Kotara, Charlestown and Green Hills provide strong competition.

The Raymond Terrace Public Domain Plan is a 20 year vision to guide all future public domain improvement works necessary to strengthen the Raymond Terrace Town Centre. The Plan identifies opportunities for improvements for the streetscape of major streets, the creation of new and improved public spaces, improved pedestrian connectivity and the creation of a strong pedestrian spine between Boomerang Park and the Riverfront.

The Public Domain Plan aims to achieve:

- A high quality and character of streets and civic spaces;
- An activated Town Centre where the community feels safe and has a feeling of pride;
- A friendly walking and cycling environment to reinforce pedestrian and cyclists' connection between the Town Centre and Riverfront, and minimise the impact of whicular traffic on pedestrians;
- A welcoming, convenient, thriving and memorable place, which supports the social and cultural history of Raymond Terrace and enhances its character, public amenity and safety.

Some of the proposed improvement works were identified in the Raymond Terrace and Heatherbrae Strategy (RT & H Strategy 2015-2031), and include:

- Upgrading streetscapes, better defining and improving view corridors, improving pedestrian connectivity, and creating a strong pedestrian "spine" along William Street to the riverfront;
- Opportunity for passive open space in the Town Centre;
- Reinforcing the character of key places;
- The activation of undeveloped areas, through place making and activation;

- Provision of a boardwalk/ path along the Hunter River;
- · Identifying opportunities to introduce public art;
- Incorporating cycle path upgrades and extensions;
- Consider public transport requirements including quality of the bus stops and their surroundings; and
- Consider street hierarchies that take into account different levels of design quality and specifications.

Tract Consultants Fort Stephens Council Raymond Terrace Public Domain Plan 2021

1.3 Document Structure

1.4 Design Philosophy & Process

and high level design response and strategies for requires an understanding of the surrounding natural the Raymond Terrace town centre. It is to be used in environment, the patterns of urban development conjunction with the Streetscape Design Guideline and the cultural heritage of the town. It also relies (January 2021), which includes more detailed proposals on the community engagement and inclusion of for streetscape improvements, a street tree masterplan, and people who are passionale about Raymond Terrace. artist impressions.

The Community Engagement Report (December 2020) provides a detailed overview of consultation undertaken to inform the Public Domain Plan.

A Public Domain Plan Implementation Plan will be prepared in 2021 to guide detailed future works.

These documents define how to strengthen the character of the Raymond Terrace Town Centre. They provide clear directions for the future by improving and introducing new visitor experiences.

Note

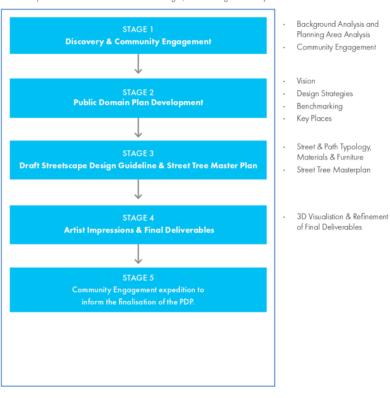
Images within this document are representations of a 20 year vision. Subject to further detailed design requirements that may result from consideration of:

- -Underground services tree root zones, service corridors and utilities
- -Overhead services power lines
- Topography, WSUD or sustainability principles in the

The Public Domain Plan incorporates the vision, analysis, Creating an outstanding public domain environment

It's important to further understand the influences of public domain upon natural and urban environment, as well as people who access and experience the environment. Factors, such as environmental, ecological, physical, cultural, social and commercial opportunities and constraints, need to be taken into account during the analysis and to further inform the rational and innovative design solutions.

The development of the Plan was undertaken in 6 stages, commencing in February 2020:



Raymond Terrace Public Domain Plan 2021

Port Stephens Council

1.5 Community Consultation

Extensive community engagement was undertaken in February and March 2020 to inform the Public Domain Plan and following the preparation of the draft plan in November and December of 2020.

Council conducted numerous community consultation activities from face to face discussions, shopping centre management feedback, workshops, place audits, and

online surveys. This was undertaken in parallel to the Public Domain Plan to inform the design process. The Community engagement report (December 2020) provides a detailed overview of consultation results.

Council consulted with community and key stakeholders between February and March 2020 to identify community priorities for improvements in the Raymond Terrace town centre specifically aimed at public spaces to inform the development of a Public Domain Plan.

The purpose of the engagement was to identify and prioritise key sites, themes and opportunities for improvement works and long-term vision planning for the town centre area.

The unique engagement process aimed to excite and inspire the community and explore community aspiration and priorities for place activation in the Raymond Terrace town centre. A series of face to face and online activities maximised community interest and participation in a town which historically has had challenging and unrepresentative community engagement.

A range of methods and tools were deployed during the consultation resulting in an extensive and valuable engagement outcome.

Both the face to face and online engagement tools were available to the wider community including residents and non-residents. Over 700 responses were recorded throughout the consultation.

Data handling and analysis was carried out by the Port Stephens Council (PSC) Community Engagement team.

Key findings include;

- Overall the data collected tells us that the users of Raymond Terrace have modest expectations when it comes to town centre visioning, planning and improvements.
- Respondents were aware of a negative stigma towards Raymond Terrace and there was a sense the town had been somewhat forgotten and left-behind from other areas in Port Stephens.
 Despite this, community pride was also evident throughout the engagement process.
- History was important and the heritage of King Street was seen as an opportunity to leverage off and improve the King Street site as a tourist and business centre.
- The river was revealed as most treasured space in the town, and also the area people would like to see the greatest improvement to, particularly in foot and bike paths, park facilities, play and community spaces, and event and pop-up activation.
- Boomerang Park and the Raymond Terrace Library are loved community spaces, and respondents recorded wanting more play and multi-use spaces for children, youth and adults.
- There was strong support for greater activities and events in Raymond Terrace to engage residents, activate the town centre, and improve town pride.









Source: PSC, Raymond Terrace Public Domain Plan: Community Engagement Report, December 2020





What matters most to you in the town centre - face to face and online results 12020 PSC. Results

Source: Raymand Terrace Public Domain Plan: Community Engagement Report, Port Stephens Council, December 2020

Introduction Trace Consultants Post Stephens Council Raymond Terrace Public Domain Plan 2021

2. Vision.

Raymond Terrace, a country town by the river, where people move with ease and in comfort and like to spend more time to enjoy the unique environment and each other's company.

A new plan for Raymond Terrace Town Centre!

Why? - Potential for rich and unique experiences

Our community tells us that Raymond Terrace is an important regional shopping and service centre with untapped potential for rich and unique experiences for residents, workers, visitors, and businesses.

How? - Putting people first

The Public Domain Plan unlocks this potential by putting people first. Transforming some streets into healthy shared spaces makes them more user friendly and more vibrant. Improving walkability increases the number of people visiting and more people equates to more people which drives trade and grows business.

Improved and activated lively public spaces create vibrant communities and can foster a sense of social connectivity and belonging.

What? Connect, Create, and Activate

The Public Domain Plan identifies opportunities for improved connectivity, creating people spaces, and activation of these spaces.

The plan responds to community suggestions for stronger links to the river and Boomerang Park, more street trees, and well-maintained spaces.

The town centre can realise its full potential by showcasing its history, offering places for events, activating the river side, encouraging a night-time economy, introducing more public art, and supporting alfresco dining.

Raymand Terrace Public Domain Plan 2020

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2.1 Principles & Directions

This Raymond Terrace Public Domain Plan aspires to achieve best practice urban design and landscape principles.

To achieve the overarching vision for the town centre, the following principles will help provide guidance to accomplishing this goal. The plan will focus on promoting landscape character through sustainable and best practice processes; improving connectivity; enhancing liveability by creating attractive places; strengthen productivity where the economy can thrive; and delivering governance to involve the community in the future projects.

By prioritising people in the vision and the principles, the streets will become safer, public spaces will be vibrant, and the built environment will become more functional. Overall, creating a more liveable integrated town centre core.

PROMOTE LANDSCAPE CHARACTER



Living in Raymond Terrace is living within a beautiful natural setting, with green streetscapes and sustainable parklands, as well as enjoying the foreshore and the river. The green spaces will be improved and connection of the foreshore to the plazas and the parklands will be strengthened.

- Improving green space and prioritising plants and natural life in streets and community spaces;
- Protecting the natural environment and the river habitat;
- Encourage water sensitive urban design in streets and carparks;
- Increasing urban tree canopy cover to miligate urban heat and improve air quality; and
- Providing shade trees and enhanced landscaping in the streets.

IMPROVE CONNECTIVITY



Raymond Terrace is envisaged as a healthy community, by creating streets for people that are safe, functional and accessible, as well as stimulate social interaction.

- Streets for People where the priority is given to pedestrians and cyclists;
- Improve connectivity across town centre with streets that are safe and easy to navigate;
- Encourage active (walking and cycling) and public transport;
- Designing attractive and functional streets that encourage safe people movement;
- Creating well connected places that allow people to meet and connect;
- Connecting the foreshore to the town centre core and to surrounding parklands;
- Improving the quality of daily life whereby stimulating social interaction and promoting healthy communities;
- Ensuring the streets are easy to cross and people can move freely from place to place with ease.

ENHANCE LIVEABILITY



Raymond Terrace, as a vibrant town centre, will provide convenience and meeting places at the heart of the community. It will become an integrated destination for visitors and the local community to meet and connect, hold events, and relax together.

- Enhancing laneways, parks, plazas, and other public spaces that focus on the needs of the community;
- Ensuring public spaces are of a high quality and are safe both day and night;
- Increasing amenity and ensuring people feel relaxed in the town centre;
- Designing attractive and functional public spaces;
- Ensuring the built environment provides surveillance to public space and streets;
- Public spaces are to be diverse and welcoming where they offer a range of amenity to relax, rest and play;
- For public spaces to be accessible and located in convenient areas;
- Creating creative spaces that are attractive, colourful, and well maintained; and
- Respecting the existing character, heritage, and cultural significance of the area.

STRENGTHEN PRODUCTIVITY



Raymond Terrace is a place where family and community are prioritised and can enjoy a positive lifestyle. The town centre will encourage people to spend more time . in, to engage in commerce and support a day and night economy.

- Achieving social, environmental, and economic initiatives to achieve a resilient town centre;
- · Being adaptable in hard impacted times;
- Supporting the needs of the local and surrounding communities;
- Providing places for people to engage in the commerce through stopping, resting, and attracting interest;
- Implementing strategies to encourage economic spending by visitors to the town centre day and night;
- Being flexible by encouraging events, pop up activities and markets that attracts visitors and the community to the town centre; and
- Improving the built environment and facilities to be functional and follow best practice design principles.

DELIVER GOVERNANC



The success of Raymond Terrace Public Domain Plan will be through the involvement of stakeholders, community and visitors in the future implementation. The community creates places for people and can take ownership of future projects by being involved.

- Council leading businesses and the community to deliver the vision and achieve the Public Domain plan strategies; and
- · Involvement of the community to implement projects.

O Raymond Terrace Public Domain Plan 2021

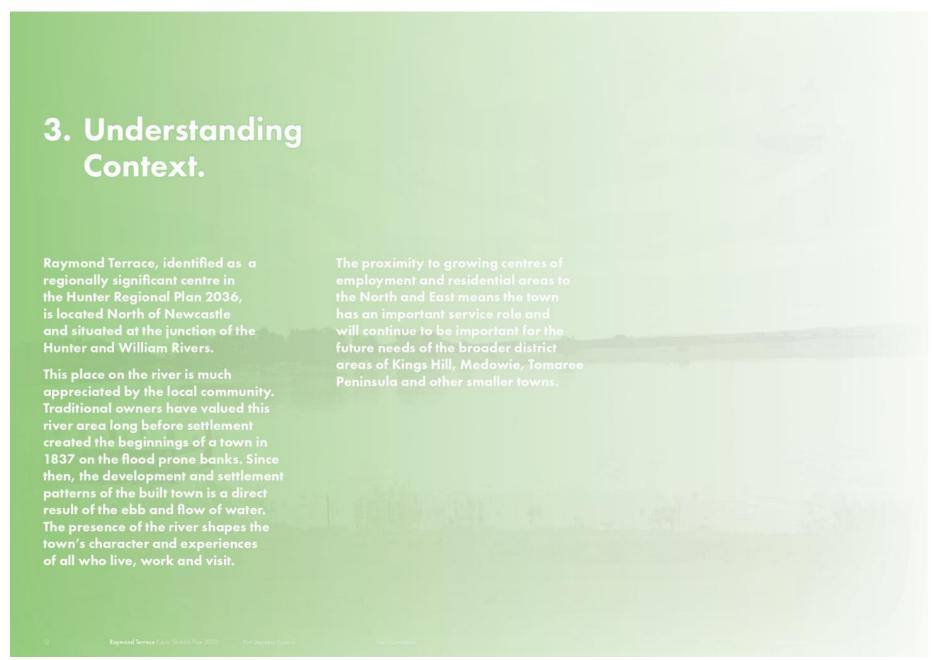
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ORDINARY COUNCIL - 23 FEBRUARY 2021 - ATTACHMENTS

ITEM 2 - ATTACHMENT 1 RAYMOND TERRACE PUBLIC DOMAIN PLAN 2021.





3.1 Regional Context

3.2 Local Context

Raymond Terrace is located 25 km north of Newcastle and is approximately 170 km from Sydney. Raymond Terrace is bounded on two sides by the Hunter River and Grahamstown Dam.

The main approach to Raymond Terrace is via the Pacific Highway. Access into the town centre is via Adelaide Street, Newline Road or via Seaham Road over the Fitzgerald Bridge. The town centre is located on the southern banks of the Hunter River.

Raymond Terrace is a part of the Hunter Region and has neighbouring regional centre of Maitland. These distinct areas are interconnected by the major highways and separated by natural bushland and hilly topography which provides a picturesque backdrop to rural NSW.

Raymond Terrace Town Centre is important to the future of Port Stephens and the Lower Hunter Valley Region; it is identified as one of six major regional centres in the Lower Hunter Regional Strategy (LHRS).

The Worimi are the traditional owners of the Port Stephens area. The area remains important for the Worimi people and traditional sites provide important information about their relationship and special connection with the lands. The Worimi nation, which envelops the Port Stephens local government area, extends from the Hunter River in the south to Forster in the north and as far west as the Barrington Tops and Mailland. The Worimi people spoke the Gathang language.

At the time of white settlement there was thought to have been a population of about 400 Worimi living around the estuary of Port Stephens. By 1873, only 50 remained and by 1900 there were very few tribal Worimi left.

Today, Worimi culture is preserved through the work of numerous individuals as well as the Worimi Local Aboriginal Land Council, the Karuah Local Aboriginal Land Council, and the Warimi Conservation Lands Board. Port Stephens Council works to foster a strong relationship with Worimi people through its Aboriginal Strategic Committee.

The challenges for Raymond Terrace are to acknowledge and communicate its history and culture, support and provide the higher order functions of a regional centre to its community, and to service surrounding areas.

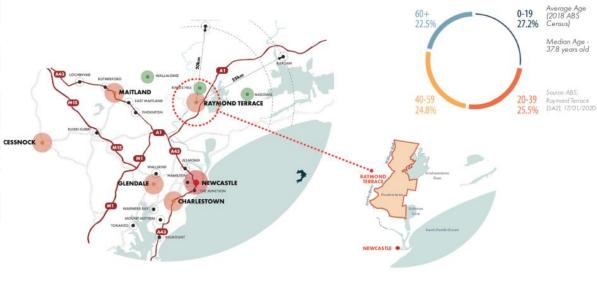
Raymond Terrace serves as a primary shopping and service centre for the Port Stephens Local Government Area.

The majority of jobs in Raymond Terrace are in retail, public administration, healthcare, education, accommodation and food services. Raymond Terrace is positioned to continue its role as the primary administrative and commercial centre within Port Stephens.

Raymond Terrace is to provide the higher order functions (court house and speciality retail stores) of a regional centre to not only support its own

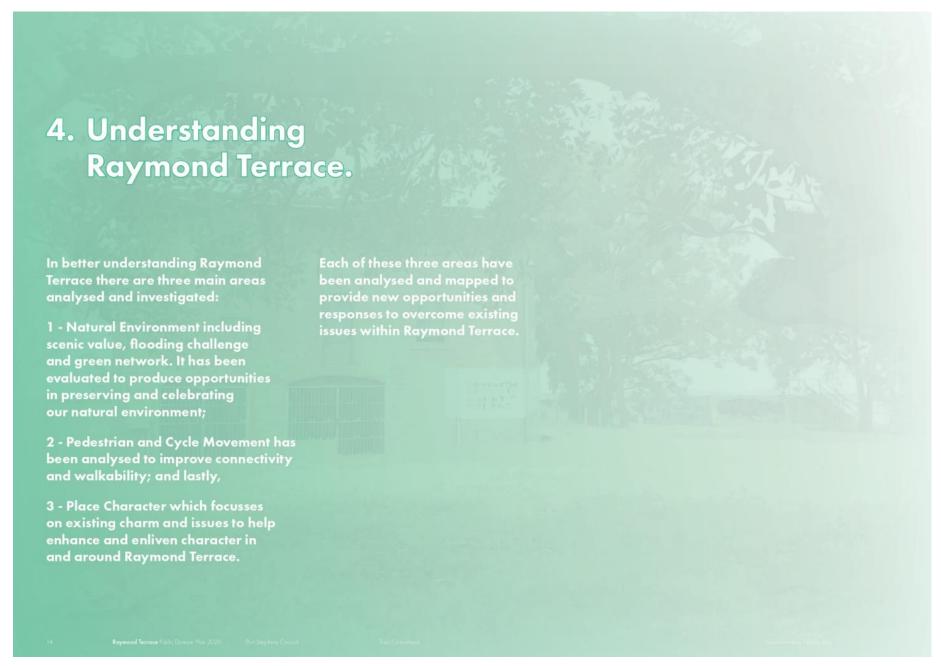
population growth, but to service the surrounding growth areas (RT & H Strategy 2015-2031).

The total population of Raymond Terrace in 2018 (ABS, SA2) as approximately 14,000 people. Raymond Terrace is expected to grow through infill dedvelopment by 300 dwellings and 1600 jobs by 2031 (RT & H Strategy 2015-2031).



Understanding Contest

Trace Consultants Post Stephens Council Raymond Terrace Public Domain Plan 2021



4.1 Understanding the Natural Environment

EXISTING SCENIC VALUE-

Raymond Terrace Town Centre is bookended by Hunter River to the northwest and Boomerang Park to the southeast. Both of these natural settings offer great scenic values and are a major attraction for visitors and residents.

The elevated views from Boomerang Park reveal the Town Centre and the beautiful foreshore in the distance. Whilst strolling along the river foreshore, the water views are relaxing and pleasant.

EXISTING FLOODING CHALLENGE-

Although the Town Centre of Raymond Terrace is mostly protected by leve banks and other flood mitigation devices, some lower parts of the town are still flood prone as witnessed during the June 2007 Hunter Region and Central Coast storms.

Flood risks need to be considered during future design processes and incorporated appropriate raised finished levels, material selection and vegetation species.

EXISTING GREEN NETWORK

Raymond Terrace has access to several green open spaces, such as Boomerang Park, King Park and Riverside Park, which are connected by a green network of street trees.

Established street trees contribute greatly to the distinctive street characters, such as Jacaranda Avenue and the southern end of Port Stephens Street.

However, street tree canopy within the Town Centre can be increased, especially at the key locations such as Adelaide Street, William Street, Port Stephens Street North, and Sturgeon Street North.

PRESERVE & CELEBRATE THE NATURAL ENVIRONMENT

OPPORTUNITIES & RESPONSE

It is important to preserve and celebrate the natural environment of Raymond Terrace through:

- Improving the green open spaces and prioritising/ protecting flora and fauna in parklands and foreshore;
- Enhancing the Green Network throughout the Town Centre, e.g. increasing urban tree canopy cover;
- Encouraging a Blue Network between the Town Centre and the Foreshore, e.g. storm water management via Water Sensitive Urban Design (WSUD).



Understanding Nelson Bay







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Raymond Terrace Public Domain Plan 2021

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4.2 Understanding Pedestrian & Cycle Movement

EXISTING CONNECTIVITY ISSUES

Raymond Terrace is heavily car orientated. Currently pedestrian and cycle movements are not prioritised. This leads to the following connectivity issues:

- · Adelaide Street is a six-lane street with low pedestrian amenity. It is a pedestrian barrier between the Town Centre and Boomerang Park.
- · William Street is the central spine connecting the foreshore and Boomerang Park. It currently has an unfriendly environment for pedestrians and cyclists. Parking arrangements are limited by existing street levels. Existing angled parking and carriageway camber currently causes safety issues for all street
- · William Street turns into Hunter Street at its northern end near the foreshore, where it lacks a pedestrian crossing and footpath access to the foreshore.
- Laneway connections need to be improved; promoting a pedestrian friendly and safe environment
- Many disconnected footpaths and cycle paths around the town centre and foreshore areas.
- Lack of alternative transit modes, such as cycle facilities. Public transport services and facilities are limited and in poor condition

IMPROVE CONNECTIVITY & WALKABILITY

Raymond Terrace needs to shift its focus from vehicles to people by creating streets that are pedestrian and cycle friendly. Safe, accessible, comfortable and well connected linkages will promote the non-vehicular movement in and around the town centre and foreshore areas. A few responses include:

- Prioritising pedestrians in the town centre core and the foreshore;
- · Allowing for slow to medium speed traffic in the town centre;
- · Limiting faster traffic to the outer edge of the town centre;
- · Revitalising laneways to improve town centre permeability and wayfinding;
- · Improving public transport and cycle facilities; and
- · Providing universally accessible environments for people of all ages and different needs and interests.











Raymond Terrace Public Domain Plan 2021

4.3 Understanding Place Character

EXISTING CHARM

Situated along the picturesque Hunter River, Raymond Terrace has evolved from a rural village into a popular regional service centre with a strong connection to the beautiful natural setting and heritage character.

It features:

- · Foreshore pathway offering great scenic views
- · William Street as the main axis of the Town Centre. connecting to the Foreshore and Boomerang Park
- · King Street is a well preserved heritage precinct which showcases the village character of Raymond Terrace. The attractive 19th-century timber buildings with elegant verandas are well preserved and give the street a charming coherence.
- · Fine grain character within the Town Centre, like the laneway connections. Some need revitalisation and
- Distinctive street characters, such as Jacaranda Ave and the southern end of Port Stephens Street.

EXISTING ISSUES

Some current issues include:

- Lack of gateway/arrival experience along Adelaide Street when approaching the town centre
- A large number of at grade car parks dispersedly located within the Town Centre which dominate and constraint public domain opportunities
- · Raymond Terrace Town Centre currently lacks a night time economy and night time activities



Lack of Gateway Experience on Adelaide St



Town Centre Dominant On Grade Car Park



Foreshore Scenic View



King Street Heritage Precinct

ENHANCE & ENLIVEN CHARACTER

Opportunities to enhance and enliven the existing local charm and place character include:

- Promoting Adelaide Street to a Gateway Boulevard, increasing pedestrian amenity and enhancing arrival
- · Promoting William Street to a High Street, a shopping trip and an eating and meeting place for both locals
- Creating a Civic Place within Town Centre, e.g. fine grain, pedestrian prioritised and well paved civic plaza, by reclaiming some parking spaces for public
- Creating a well connected Foreshore Walk which include a few lingering/look-out moments with a landmark at the William Street node
- Create places and conditions for pop-up or a yearround calendar of events, as well as evening activation to support the local economy and attract both visitors and residents to the town centre



Raymond Terrace Public Domain Plan 2021



ITEM 2 - ATTACHMENT 1 RAYMOND TERRACE PUBLIC DOMAIN PLAN 2021.



RAYMOND TERRACE PUBLIC DOMAIN PLAN 2021. ITEM 2 - ATTACHMENT 1

5.2 Environment & Ecology Overlay - Green Blue Network

GREEN NETWORK

A strong Green Network setting already exists in Raymond Terrace with an established context of river foreshore, hilltop parkland and sporting precinct. These are existing individual green destinations and provide valuable open space in contrast to the urban town centre amenity.

Streets provide internal green connections, with planting and street trees offering a variety of benefits to the town centre environment, including:

- · Increasing urban tree canopy cover for shade and comfort to encourage pedestrian movement;
- · Filtering pollutants and improving air quality, and reducing urban heat island effect to facilitate adaptation to climate extremes;
- · Enhancing 'sense of place', providing distinctive destinations for visitors and residents;
- · Providing a buffer between pedestrians and car movement: and
- · Providing seasonal interest and natural beauty through

Primary green connections reinforce the street typology and character of the main north-south axis through the town centre, linking Boomerang Park to the river foreshore and King Park sporting precinct, as well as the major east-west axis of Adelaide Street and Port Stephens Street. Secondary green connections link the local streets mostly in east-west axis. Whilst periphery green connections at William Bailey Street, Seaham Road and Swan Street provide for a full network of green connections to the surrounding green context.

"Street Trees, Street Trees, Street

"Green Spaces/ street trees" - Stakeholder / Community Comments

BLUE NETWORK

The water story of Raymond Terrace town is the relationship to the river and the ebb and flow of water levels. Areas of flooding risk are well known, with the existing drainage infrastructure being a unique Raymond Terrace aspect and something which can be acknowledged further.

A blue network works in conjunction with the green network, with Water Sensitive Urban Design (WSUD) practices, to bring a variety of benefits, including:

- Increasing pervious surfaces to mitigate changes to the water balance;
- Reducing overland storm water runoff by providing rainfall storage, e.g. rain garden, along the streets;
- Protecting the river habitats and environs by filtering pollutants out of storm water, including litter, heavy metals and hydrocarbons (oil and grease);
- Supporting wildlife habitats and increasing biodiversity; and
- Contributing to the distinctive character and amenity of streets.

PRIMARY GREEN BLUE NETWORK

The major streets that collect and filter stormwater throughout the Town Centre is William Street, Bourke Street (including future extension) and Glenelg Street.

Concept Only: Final design subject to technical design considerations, detailed investigation of services and relevant approvals

Site Boundary

Primary Green Blue Connections - William St, Bourke St and Glenelg St

Primary Green Connections - North-South Axis, Adelaide St, Port Stephens St & Jacaranda Ave Secondary Green Connections - East-West Axis

Periphery Green Connections - William Bailey St and Seaham Rd & Swan St

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5.4 Cycle & Pedestrian Network

Cycling, as a recreational activity and an alternative transit mode, is a low-cost, sustainable and healthy way to travel.

In order to facilitate a cycle friendly environment, it is important to improve the cycle network with safer and better connected paths, which are designed to minimise conflicts between pedestrians and vehicles.

This includes:

- · Generally encourage on-road cycleways within medium speed zone town centre streets.
- · Allow for slow integrated on-road cycling down William Street without dedicated cycle lane. Shared Space principles tell us that it is safe to integrate the various transport modes in an environment of 30km/ ph and below.
- · Allow for a Shared Path to connect Boomerang Park with Glenelg Street and through to the Riverside, with opportunities for future regional connections.

"Safer riding paths/ lanes, more of them

- Stakeholder / Community Comments

FOOTPATHS, CYCLE ROUTES AND FACILITIES

Proposed Major Route for On-Road Cycleway

Extent of Existing Shared Path to be retained and upgraded or completed

Proposed Shared Cycle/Foot Path

Existing On-Road Cycleway

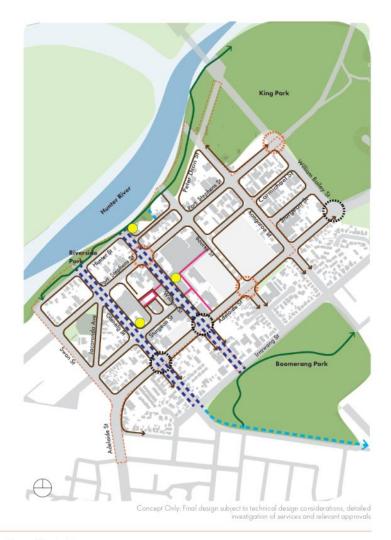
Extent of Existing Foot Path to be



Proposed Shared Zone, specially designed for Central Plaza and potentially Civic Place, flush level treatment, cyclists give way to pedestrians



Proposed Cyclist Facilities, including bicycle storage/racks generally located near public transport or shop fronts as part of the street furniture, and shower rooms/lockers can be co-located with foreshore amenities



----- Site Boundary



Signalised Intersection



Proposed Signalised Intersection - options

- Removal of existing roundabout
 Installation of traffic lights
- Removal of existing pedestrian barrier

Extended shared zone

Raymond Terrace Public Domain Plan 2021



5.5 Public Transport & Parking

PUBLIC PARKING

- Existing Public Parking and Shopping Centre Parking to retain
- Reclaim and repurpose some existing public parking for public domain use
- Proposed public parking (estimated 1,400+ car parking spaces) at King Park Sports Field, a shared parking facility

Proposed Street Parking along Adelaide Street and Bourke Street Extension, to compensate public parking supply at town centre

- B Existing Bus Interchange
 - Proposed Community Shuttle Bus Service
- Bus Stops
- Bus Stops need improvement

"Needs more disable parking"

"Convenient car parking is an ongoing issue"

"My desire would be to change reverse angle parking to drive-in angle parking. Easy in, easy out, less congestion." 'The parking in our main street is a pain." - Stakeholder / Community Comments

Reclaim and repurpose parking space in ways that enhance efficiency and liveability while minimising disruption.

Whilst the travel demand to and from Raymond Terrace Town Centre for shopping, living, business and leisure purpose will continue to rely on private cars in the near future, recent land-use, socio-economic and technological trends prompt Raymond Terrace to review its existing generous parking allocations, which adversely affect public domain use.

Some key trends/opportunities affecting parking space include:

- Encouraging densification, consolidation and infill development in the town centre, where off street shared parking opportunities can be created in association with developments
- Promoting high-quality reliable public transport service and/or local community shuttle bus service, to enable park-and-ride
- Upgrade selected bus shelters to provide improved shade and amenity
- Encouraging active transport via high-quality urban design, such as upgrades of cycle & foot paths, to increase walkability and cyclability
- The emergence of "smarter" parking, e.g. a host of smartphone apps, has begun to reshape the parking landscape.

esign Strategies Foot Stephens Council Raymond Terrace Public Domain Plan 2021

5.6 Public Domain Character & Materials (Inspiration Only)

These public domain furniture and materials provide inspiration for future detailed designs.

RIVER FORESHORE

Proposed Public Domain Furniture and Lighting

Inspirational Character















HERITAGE













PSC Port Stephens Bins Opportunity for integrated furniture Source (L-R) PSC, Mas Urban, Tract, Dailing Dawns Brick, Sales, Tract

Paver units - brick/ small format

Recognise and revitalise existing shop frontages and footpaths

Raymond Terrace Public Domain Plan 2021

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5.7 Place Activation Overlay

Place activation is about creating unique and innovative experiences and testing new ideas which are connected to our local identity both through the built form of the place and the programming of the space.

Place activation will be expressed in diverse ways through public art, food, play, performance and renewal activities.

Activation projects bring energy to the streets, laneways, parks, plazas and gateways, create new community connections and build the story of a place. Businesses and the community will be encouraged to work together to deliver short and long term programs which promotes creativity, enterprise and innovation.

- Place based events and popups to be supported all year round, with a specific focus on initiatives that are family friendly, celebrate the unique identity and are inclusive for all.
- Public Art initiatives that reflect the identity of the place, in line with Cultural Precincts within the Port Stephens Cultural and Events Strategy.
- Town centre beautification projects that encourage community participation, add street level vibrancy and attract visitation. Light interventions like plantings, signage, lighting and street furniture.

"More events that draw people in."

"It is a beautiful place to live but small things could make a big difference."

"I would love to see more family friendly events happening in Raymond Terrace."

"Community based events"
- Stakeholder / Community Comments

KEY PLACES AND OPPORTUNITIES

William Street: As a central and busy area, the opportunity presents for this are to be an activity hub with performance, pop up activities, events and the strengthening of evening economy.

River Foreshore Plaza: Proposed foreshore gathering space/ platform with visual highlight of public arts, offering opportunity for cultural events that celebrate the significance of the river. The natural beauty of the area draws people to gather, sit and play.

Riverside Park Revitalisation: Proposed revitalisation of the existing Riverside Park area for families and events. This area would cater for larger events, markets and performance.

Central Plaza: Proposed urban plaza is an important pedestrian area with opportunity for traffic closure to provide for events. Opportunity for beautification and public art elements that draw people into the spaces.

Civic Place: A long term upgrade to the public domain at Library frontage and the connections to Council Building and William Street, to create a community gathering space and pocket park, with potential traffic closure for community activities and/or music events.

King Street Heritage Precinct: Existing waterfront heritage precinct with natural and built heritage items of historical and cultural significance. Potential to further celebrate the history in this precinct with heritage interpretation, public art and events.

Adelaide Street Gateway: A tree line boulevard experience to acknowledge the town centre and announce an arrival at Raymond Terrace. Opportunity to create a unique gateway entry into the town centre through signage, planting and public art.

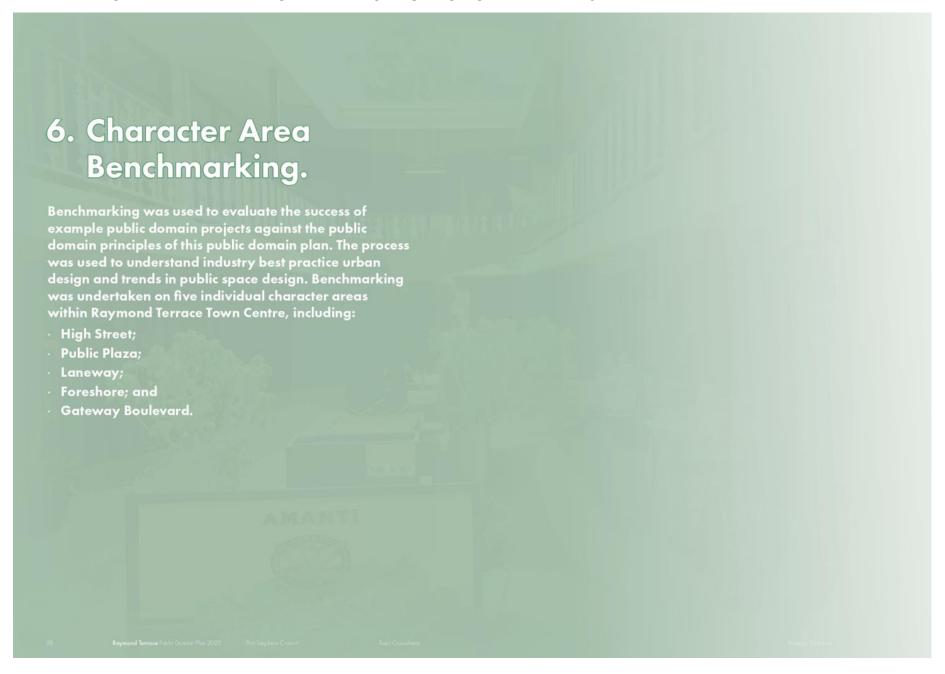


Raymond Terrace Public Domain Plan 2021

Port Stephens Council

Tract Consultants





INTRODUCTION

The benchmarking process emphasised that similar principles used for Raymond Terrace Public Domain Plan can be applied across the character areas to improve the public domain and provide vibrant streets and public spaces for people.

To demonstrate the relevance back to Raymond Terrace and what is required to enhance the Public Domain areas of High Street, Public Plaza, Laneway, Foreshore and Gateway Boulevard. The following sections illustrate and demonstrate inspirational places within Australia. They are designed with place in mind, creating places for people, and designing with leadership.

The following pages elaborate further on the five-character places with supporting imagery.

HIGH STREET

High street is the beating heart of the town centre life. It enables movements as well as serves as a public space destination, where people feel safe and comfortable to walk and cross, meet friends, buy daily necessities, people-watch, or have a cup of coffee. It is attractive, vibrant, and inclusive and is a source of neighbourhood pride and identity.

The success and benefits of the high street cover social, economic, and environmental aspects. These can be seen in the exemplar of Riley Street in Penrith and Liebig Street in Warrnambool. These projects have been well received by the community.

Riley Street in Penrith is a historic main street that has been redeveloped to include wider footpaths, street trees and slow through traffic. The street now provides a comfortable link between the train station and the neighbouring mall. It has also seen an exhilarated atmosphere with many pop up events and concerts.

Another exemplar project is Singleton Main Street. The revitalised street includes extended footpaths areas, introduced raised pedestrian crossings, new garden beds, placed in modern street furniture, LED street lights, reduced speed limit to 40km/hr and new wayfinding signage.



Liebig Street, Warrnambool - Integrating seats with the landscape



Riley Street, Penrith - A historic main stree



Liebig Street, Warrnambool - Enhancing landscape



Main St, Singleton - Revitalised main street in Singleton Town Centre Sour



Main St, Singleton - Revitalised main Source: Entire Concrete, 2020 street in Singleton Town Centre

Source Lorenda 2020

Strategic Direction Tract Consultants Fort Stephens Council Raymond Terrace Public Domain Plan 2021

RAYMOND TERRACE PUBLIC DOMAIN PLAN 2021. ITEM 2 - ATTACHMENT 1

PUBLIC PLAZA

Public Plaza is the main community gathering place, which offers easy access and comfortable outdoor space for people to meet friends, enjoy lunch, socialise with family, and relax. It enhances liveliness, safety, and community

Plazas can provide a range of areas for all ages, soft and hard landscape, businesses interfacing onto the public plaza, and can accommodate all types of weather.

A relevant example is Mary Street Piazza which was designed by Place Laboratory in Perth. A stretch of car parking bays was transformed into a community place with an opportunity for pop up events, recreation on the lawn and night-time events for children. It has become a vibrant active space for the community where it integrates public art and landscape into the design.



Mary Street Piazza, Perth - Providing a gathering place



Mary Street Piazza, Perth - Mixture of hard and soft landscape



Yanchep Golf Estate, Yanchep - Areas for all ages and abilities Midland Railway Square, Midland - Creating a place to

LANEWAY

Laneway activation contributes greatly to town centre revitalisation. Reinvigorated laneways can fosters pride in place, transform the way the community interacts with the public domain, support cultural expression, and builds community connections.

Laneways focus on street art, night-time activities, and safety. Laneways can host pop up public arts/events, blending the temporary with the fixed buildings and supporting local businesses and helping them thrive.

Revitalisation of laneways has been shown to help the economic, social, cultural and environmental aspects of cities. This has been reflected in the Geelong Laneways.

The Geelong Laneways were created by DEECD Geelong. The revitalisation of the cities laneways has created a back-lane tour of the city where people can discover coffee shops, interesting artwork, and hidden gardens. The extensive upgrades have created a vibrant and unique environment and a retail and dining destination. The new layout provides more space for outdoor dining and improved access for services to cater for events. The public artworks and the screen projector provides a relaxed ambience atmosphere.



Geelong Laneways - Creating night time activities



Geelong Laneways - Graffiti Art and vibrant colours in



Geelong Laneways - Full of life with people and events



Geelong Laneways - Public Art forms attached to the built form and outdoor dining areas Source: Nick Stephenson

Raymond Terrace Public Domain Plan 2021

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Source: Place Laboratory, 2020

FORESHORE

The foreshore will be a catalyst for redevelopment in Raymond Terrace and provide a safe, community and reflective space. It can become a destination for locals and tourists for entertainment, recreation and play. At intersecting streets, a clear view and outlook to the river will be captured to draw attention to the foreshore. This can be through a landmark element such as public art or facilities.

A successful exemplar is Bowen Foreshore by Tract Consultants, in North Queensland. The foreshore has become a major public domain providing a catalyst for development, consolidation of the local identity and meeting the growing recreational needs of the community and tourism industry. The primary elements include: a memorial, event space; soundshell; upgrade of the plaza spaces; playground; celebrating the rich history and heritage of the region; acknowledging diversity; and catering for wide range of water and recreational activities. This project has been well received by the community as it is now a safe and attractive place for all ages.



Bowen Foreshore - Public Art to draw attention and create



Newcastle Foreshore - Well accessible place



Bowen Foreshore - A place to reflect and relax Source: Trace



Bowen Foreshore - Boardwalk decking to stop and ponder the view



Bowen Foreshore - Areas for all to enjoy

GATEWAY BOULEVARD

A gateway boulevard is a street that delivers arrival experience for people who approach the town centre and contribute to the town centre's character and identity. These characteristics are: a tree-lined boulevard with wide sidewalks, ample medians and landscaping, and travel lanes fringed with on-street parking creates a pedestrian friendly environment, which welcomes people both in cars and on foot.

Gateway boulevards have transformed rural country towns. The benchmarking project is Urban Design character study at Noosa by Tract where main streets were analysed and recommendations were provided. Some of the recommendations include: increase quality of landscaping and provision of mature, canopy trees; gateway treatments; and promote local character and identity.

Other gateway boulevard exemplars are: Pomona Noosa; Noosaville; Mawson Lakes, South Australia; Grand Boulevard, Craigieburn; Mansfield, Victoria; Bairnsdale, Victoria; Avenue of Honour, Bacchus Marsh; Gipps Street, Melbourne; and Pentridge Village, Coburg.



Gipps Street Upgrade - Use of Median Street Trees and focuses on drainage



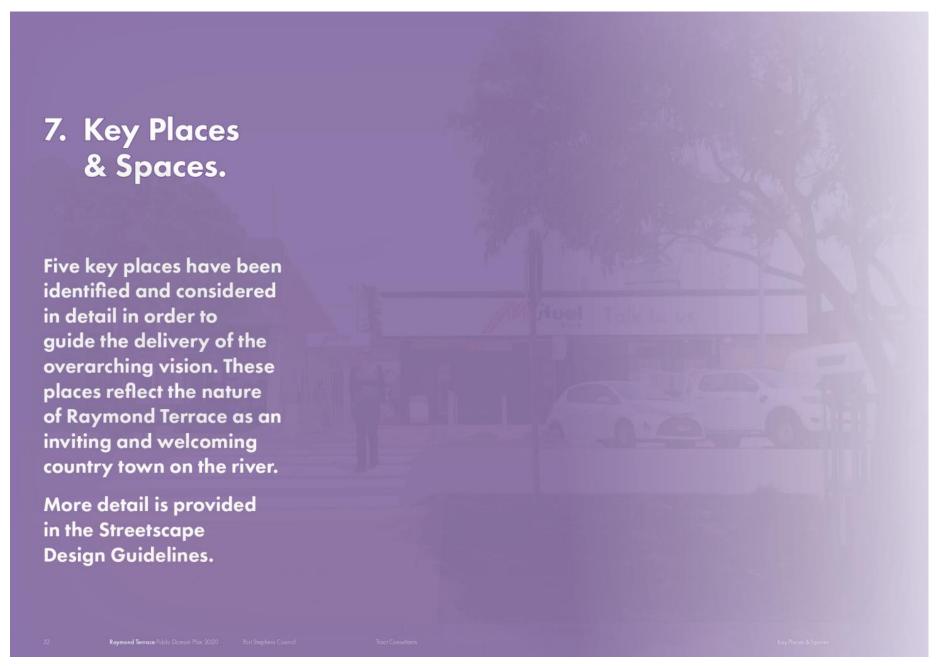
Noosaville, Noosa



Noosaville, Noos

iource Tract

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7.2 William Street - High Street

This retail street is a classic high street in the centre of the town, providing an important connection from river to park. William street will be revitalised with a new arrangement of street trees, parking, footpaths and street furniture. Street cross falls are manipulated to allow for safe nose to kerb parking, with a distinct kerb edge arrangement to absorb the level changes across the street from shop front to street kerb.

These are the proposed features:

- Provide a safer and more inviting environment for pedestrians. Provide opportunity for increased useful footpath space, which is sheltered or shaded and as a result more pleasant to use.
- Allow for the placement of benches and trees for shady resting moments along the street.
- · Ensure on-street parking remains on Williams Street
- Consistent approach for whole of Williams Street retail strip from Adelaide Street to River Foreshore creates a cohesive town centre spine.
- Investigate opportunity to signalise intersection of William Street and Port Stephens Street.

KEY SPACES

William Street

- Parking arranged at right angle to kerb.
- Parallel parking
- 3 Street trees regularly spaced for improved shade for pedestrians
- Stormwater drainage element concealed in kerb detail.
- Williams Street connection point between shopping centres.
- Use of signalised intersection to replace existing roundbaout
- Increased useful pedestrian space, provision of street furniture and signature street elements



Concept Only: Final design subject to technical design considerations, detailed investigation of services and relevant approvals

"Upgrade William Street and convert it to an attractive tree lined street of specialist shops including food and coffee..."

- Stakeholder / Community Comments



Hastings Street, Noosa - Seating Opportunities and shade



Hastings Street, Noosa - Lushly vegetated main street

"Enhance the main street as there is zero character"

> "More trees in the main street for shade in view of global warming and covered walkways for shelter from rain and run. Encourage and support street art and busking"

- Stakeholder / Community Comments

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7.3 Central Terrace - Public Plaza

Creation of a new public plaza in the centre of Raymond Terrace provides a much needed community gathering space. This new public domain space is created by rearranging traffic circulation around a central plaza space. Opportunity is taken to formalise a new street circulation pattern and create a "slow" small scale street experience as part of creating this new town centre plaza.

The proposed design includes the following:

- · Provides somewhere to stop, rest, meet and gather.
- Provides an appropriate contrast to William Street high street shopping activity with the provision of a shady plaza
- Creates a new destination space in the retail heart of the town
- Opportunity for a visual highlights in the plaza to provide a visual invitation from Sturgeon Street
- Activate the lane ways cannecting William Street to Central Terrace public plaza. Improvements/activation to lane ways may include additional lighting, planting, public art/mural graffii and community events

Note: Shared zone design is subject to further detailed investigation in relation to drainage and stormwater design



Source: Wikimedia Commo





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KEY SPACES

Central Terrace

- Park frontage spill out space for retail frontage
- @ Grove of shady trees.
- Taxi stand/ drop off located to alongside Central Terrace shopping centre
- Flexibility for vehicle access to be allowed through the space.
- Flexible arrangement to access private parking areas.
- Existing access to shopping centre reflected with a threshold plaza space.
- Emphasised relationship with existing pedestrian laneway connections to Williams Street.



Concept Only: Final design subject to technical design considerations, detailed investigation of services and relevant approvals

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7.4 River Foreshore

This is an important transitional space for the town centre where the river can be celebrated and recognised for it's contribution to the character of Raymond Terrace.

Some detailed proposals include:

- Captures an opportunity to invite and beckon movement towards the river from the busy William Street shopping environment.
- A strong and noticeable visual element to capture attention from Williams Street.
- Provides a highlight for the journey along the river foreshore. Offers experiences as part of the river foreshore, one of a number of nodes along the river with an interface with the town centre.
- Provides a unique opportunity for a view of Boomerang Park along William Street.

Elevated decks and terrace platforms along this section of river edge create an opportunity for this new space to encourage stopping, viewing and connecting with the foreshore environment.

There is opportunity for this area to become a place for public art, small scale events and interpretative signage.



"Engaging the river frontage."

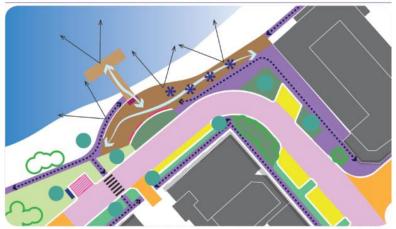
"Bring the tourists in. Upgrade the river
frontage with wharf, boardwalk and cafe"

"Develop the foreshore area more and

integrate it with commercial precinct. Use the water frontage, rather than ignore it."

- Stakeholder / Community Comments

FUNCTION DIAGRAM



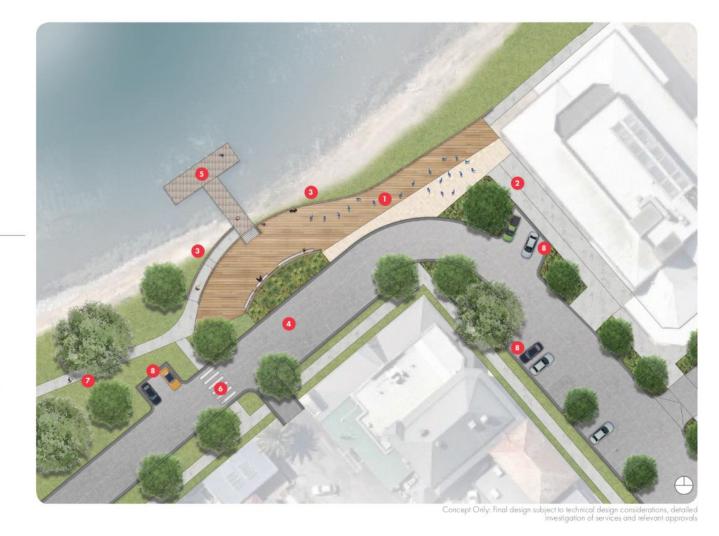
Concept Only: Final design subject to technical design considerations, detailed investigation of services and relevant approvals.





Sculpture in Neerim South, Victoria
Source: Small Town Transformation

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KEY SPACES

Foreshore

- Artwork plaza
- Provision of a wider space on the river front as part of the riverside pathway to formalise this end point to William Street
- Opportunity for lookout terrace edge. New crossing point provides pedestrian connection to Riverside park
- Reorganised kerbs and new surfacing to traffic space to create a slow zone and change in road character.
- Simple relationship with wharf access point. Manipulate levels to allow for ramped access to lower river foreshore pathway.
- Pedestrian crossing, near to Riverside Park for improved connection.
- Riverside Park connection. Strengthened link to existing riverside park
- Opportunity for parking on street to retain operation aspect of wharf

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7.5 Adelaide Street - Gateway Boulevard

Creation of a tree lined boulevard experience to acknowledge the town centre and announce arrival at Raymond Terrace. The provision of a consistent approach for the whole of Adelaide Street at the town centre interface, allows for the town to be acknowledged as a distinct place on this part of Adelaide Street.

These are the proposed features:

- · Spatial arrangement of the street environment is rationalised to one traffic lane each way.
- · A central median provides the opportunity to accommodate a right hand turn lanes at road
- · The provision of a kerbside parking lane allows for integration of a left hand turn lane where required, and/or bus stopping areas where required.
- · Generous wide footpaths are included, which provides opportunity for incorporation of a shared cycle path.
- · Introduction of street trees to kerb edge creates a grand tree lined boulevard character. This is reinforced with median tree planting.

KEY SPACES

Adelaide Street

- Driveways and access points, accommodated within the verge design
- Median planting reinforces tree line boulevard character
- Ouble row of verge trees creates distinct nodes, reflecting significant corners and recognises gateway node
- Parking lanes incorporated along Adelaide Street
- Blister kerb areas formalise junctions, protect footpath area, and guide pedestrian movement.



Proposed Adelaide Street Intersection with William Street Concept Only: Final design subject to technical design considerations, detailed investigation of services and relevant approvals

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ADELAIDE STREET PERSPECTIVE

Concept Only: Final design subject to technical design considerations, detailed investigation of services and relevant approvals

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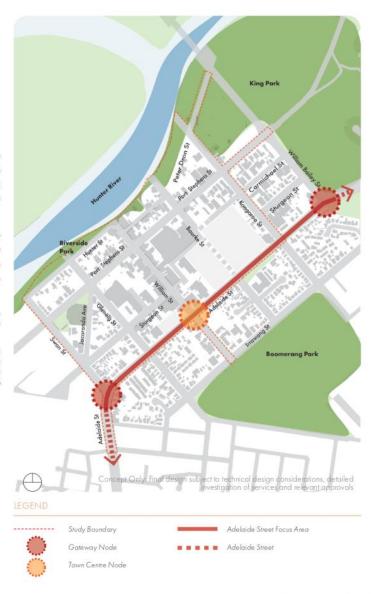
GATEWAYS

This boulevard will be an iconic gateway into Raymond Terrace, celebrating the unique character and history of the town, with public art, lighting and tree planting celebrating the arrival to the town by the river.

Existing Gateway moments, formed by topography to the north and road alignment to the south, will be emphasised to provide memorable experiences at either end of the new boulevard street character.

The gateway can either have a public art element or a signage element or an integration of both. It is a great opportunity for the local artists' involvement.

Two Gateway Nodes at the North (William Bailey Street) and the West (Swan Street) will provide clear wayfinding to delineate the direction to the Town Centre. While the Town Centre Node at William Street will inform users entering the High Street and it's importance.









Adelaide Botanical Gardens Wetlands

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7.6 Civic Space - Short and Long Term Strategy

This key space has short term and long term opportunities to provide a central civic gathering space which will has strong associations with the civic functions of the town centre. A new public domain space offers opportunities for social gathering, informal and formal activities at the civic and community heart of town in the vicinity of the Library, Council offices and Police Station.

Some detailed proposals include:

- Opportunity for the frontage of this space to be activated to relate to the street, provide an inviting pedestrian experience and for this area to be a companion space to Central Terrace public plaza.
- Gathering and stopping spaces are created with pocket parks and terraced space to provide useful public domain areas. Vehicle movement through the space is encouraged to be slower through use of pavement materials, additional street trees and increased activity in the space.
- Opportunity for public art as part of this space and to provide a visual invitation from William Street.

Note: Shared zone design would be subject to further detailed investigation in relation to drainage and stormwater design



Active Frontage ←--> Pedestrian Flow Share zone slow traffic Street Parking Car Park Park Space Existing Trees • • • Street Trees Pedestrian Zone -> Laneway Connection KEY SPACES Short to Medium Term Civic Space Manipulate levels to create a terraced park spaces to provide a gathering/ amphitheatre lawns space at street level. Shared street type environment. Street trees integrated into street parking spaces subject to delivery and servicing access to both sides. Realigned access street to be a narrow "slow" street with footpaths to both sides

Opportunity for corner site to become a pocket street park as a transitional public domain space from high street to civic space.

Loading Zone for Library

FUNCTION DIAGRAM - SHORT TO MEDIUM TERM STRATEGY Concept Only: Final design subject to technical design considerations, detailed investigation of services and relevant approvals

Key Flaces & Spaces

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ITEM 2 - ATTACHMENT 1 RAYMOND TERRACE PUBLIC DOMAIN PLAN 2021.



Key Places & Spaces Tract Consultants Part Stephens Council Raymond Terrace Public Domain Plan 2021 47

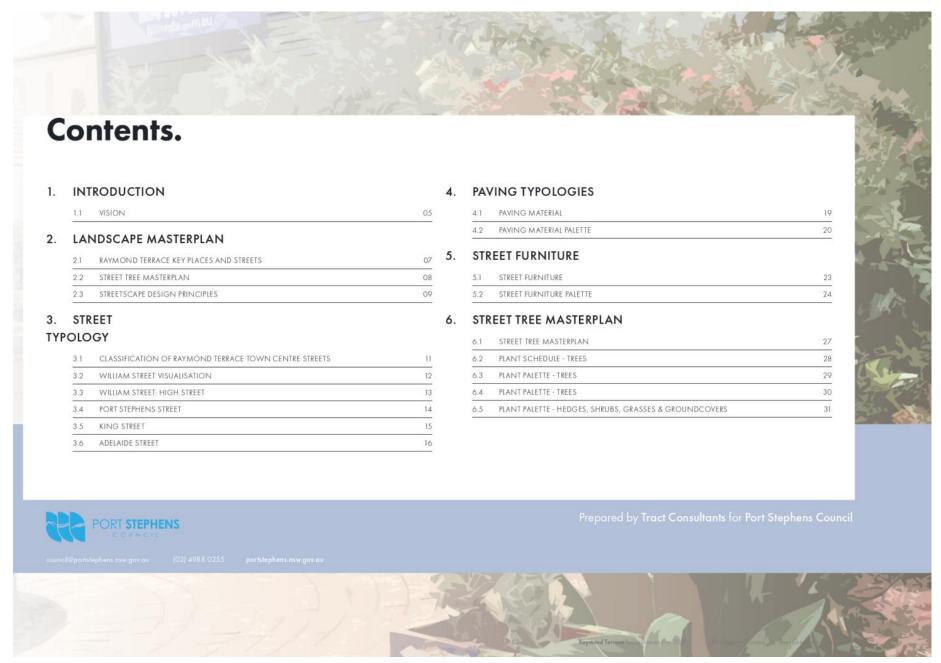
ORDINARY COUNCIL - 23 FEBRUARY 2021 - ATTACHMENTS

ITEM 2 - ATTACHMENT 1 RAYMOND TERRACE PUBLIC DOMAIN PLAN 2021.



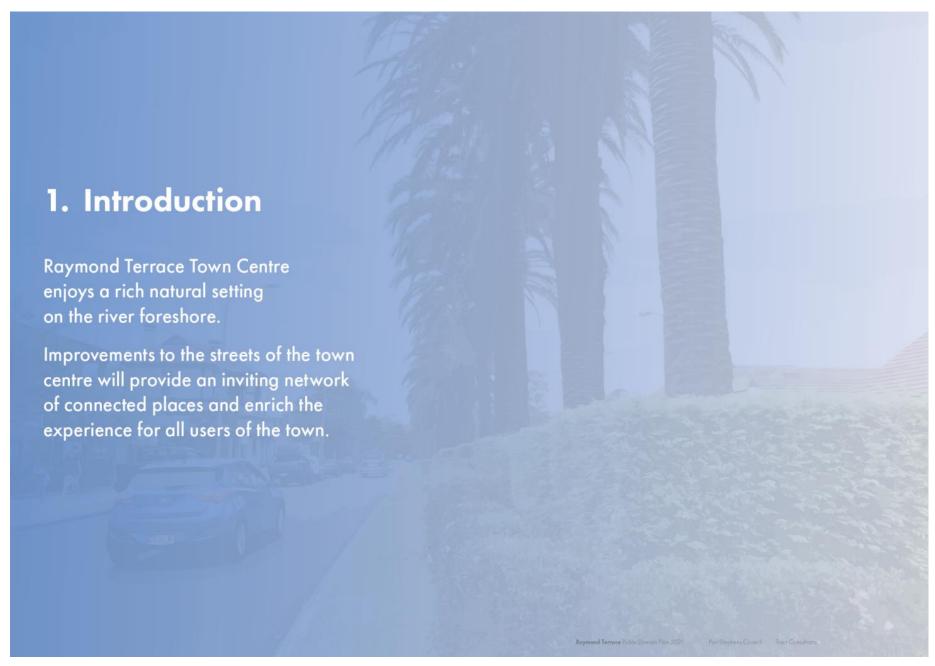
ITEM 2 - ATTACHMENT 2 RAYMOND TERRACE STREETSCAPE DESIGN GUIDELINES 2021.





ITEM 2 - ATTACHMENT 2 RAYMOND TERRACE STREETSCAPE DESIGN GUIDELINES 2021.





1.1 Context

These Raymond Terrace Streetscape Design Guidelines provide direction for streetscape improvements within the town centre. As identified in the Raymond Terrace Public Domain Plan (2021), a network of well connected and improved streets, for all users, will ensure the town will continue to stay

relevant for its future local community and visitors.

This Streetscape Design Guidelines aim to provide a clear, consistent direction for Council, developers and stakeholders regarding the design, arrangement and materiality of the public realm within the Town Centre.

This guidelines seek to demonstrate how to provide necessary information to ensure the following Public Domain Principles are achieved:

PROMOTE LANDSCAPE CHARACTER



- Improving green space and prioritising plants and natural life in streets and community spaces;
- Protecting the natural environment and the river habitat;
- Encourage water sensitive urban design in streets and carparks;
- Increasing urban tree canapy cover to mitigate urban heat and improve air quality; and
- Providing shade trees and enhanced landscaping in the streets.

TRENGTHEN PRODUCTIVITY



- Achieving social, environmental, and economic initiatives to achieve a resilient town centre:
- Being adaptable in hard impacted times;
- Supporting the needs of the local and surrounding communities;
- Providing places for people to engage in the commerce through stopping, resting, and attracting interest;
- Implementing strategies to encourage economic spending by visitors to the town centre day and night;
- Being flexible by encouraging events, pop up activities and markets that attracts visitors and the community to the town centre; and
- Improving the built environment and facilities to be functional and follow best practice design principles.

IMPROVE CONNECTIVI



- Streets for People where the priority is given to pedestrians and cyclists;
- Improve connectivity across town centre with streets that are safe and easy to navigate;
- Encourage active (walking and cycling) and public transport;
- Designing attractive and functional streets that encourage safe people movement;
- Creating well connected places that allow people to meet and connect;
- Connecting the foreshore to the town centre core and to surrounding parklands;
- Improving the quality of daily life whereby stimulating social interaction and promoting healthy communities; and
- Ensuring the streets are easy to cross and people can move freely from place to place with ease.

DELIVER GOVERNANCE



- Council leading businesses and the community to deliver the vision and achieve the Public Domain plan strategies; and
- Involvement of the community to implement projects.

ENHANCE LIVEABILIT



- Enhancing laneways, parks, plazas, and other public spaces that focus on the needs of the community;
- Ensuring public spaces are of a high quality and are safe both day and night;
- Increasing amenity and ensuring people feel relaxed in the town centre;
- Designing attractive and functional public spaces;
- Ensuring the built environment provides surveillance to public space and streets;
- Public spaces are to be diverse and welcoming where they offer a range of amenity to relax, rest and play;
- For public spaces to be accessible and located in convenient areas:
- Creating creative spaces that are attractive, colourful, and well maintained;
- Respecting the existing character, heritage, and cultural significance of the area.

Note

Images within this document are representations of a 20 year vision. Subject to further detailed design requirements that may result from further consideration of:

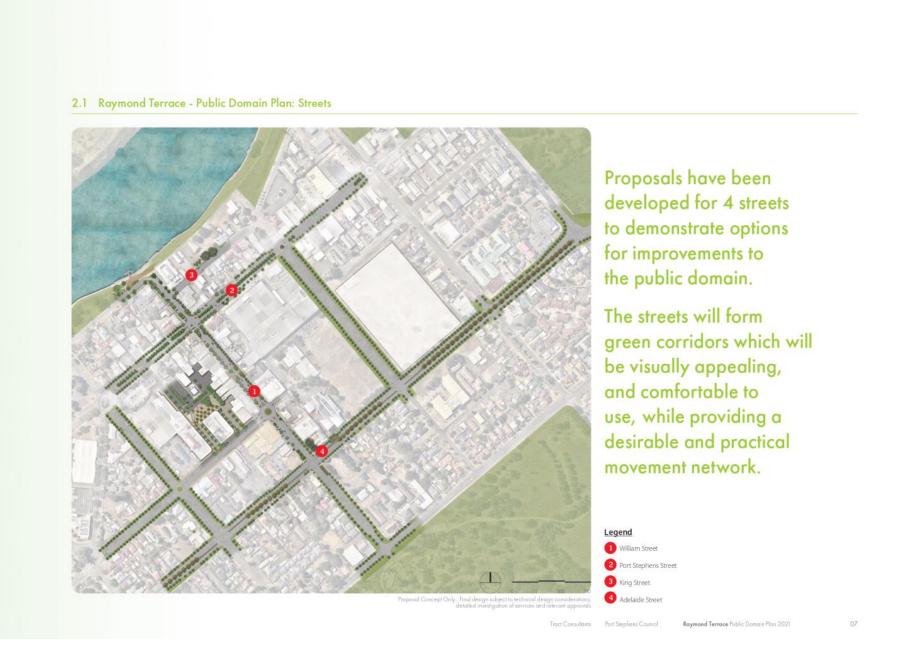
- -Location of underground services tree root zones, service corridors and utilities
- -Overhead services power lines
- Topography, WSUD or sustainability principles in the design

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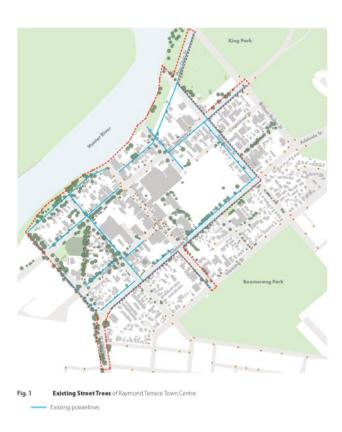
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2.2 Street Tree Masterplan



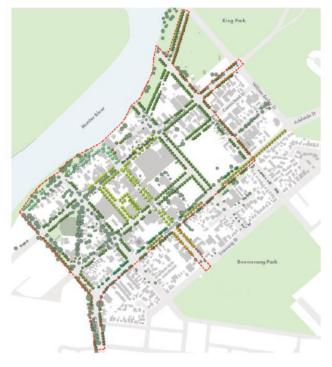


Fig. 2 Proposed street tree Masterplan - Emphasising the strength of the town's natural setting.

Establish continuous green streets to enhance the streetscape experience, encourage walking and cycling.

Concept Only, Final design subject to technical design considerations, detailed investigation of services and relevant approvals

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2.3 Streetscape Design Principles

The approach to Raymond Terrace Streetscape Design Guideline aims to provide a clear, consistent direction, make streetscapes more consistent and legible, visually pleasing, integrated and cost-effective. This can be achieved being:

Simple in design, Consistent in material and Economical in construction.

Simple: The structure of the street should be clear, balanced and equitable.

Consistent: Patterns and colours should be visually unifying and complementary. Materials to be durable and relevant to the local character.

Economical: Be easy to construct, replaced and maintained.

Addressing current town centre issues

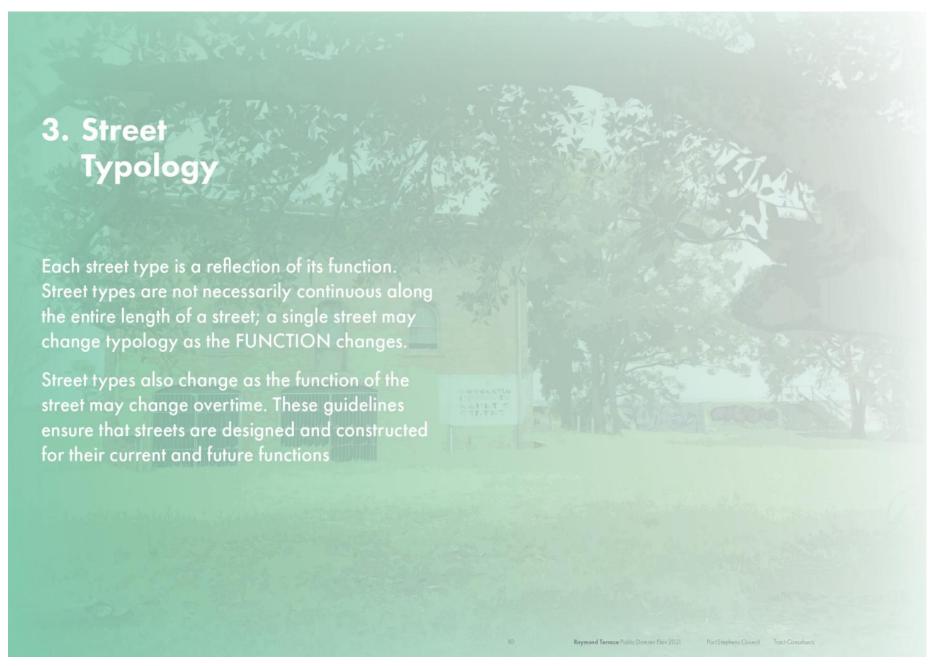
The application of these guidelines across Raymond Terrace Town Centre is intended to address the issues currently affecting the streetscape. This recognises there are some practical issues for which a practical responses, which can provide benefit to public domain users and improvements to the character of the

- . Lack of connected streets/shade trees and other vegetation in the public realm (Refer Fig. 1)
- · Priority of vehicle over pedestrians
- . Some missing links in the footpath network
- · Inconsistent footpath widths and materials



William St looking towards Boomerang Park in the background.

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3.1 Typology of Raymond Terrace Town Centre Streets

Raymond Terrace town centre strates are proposed to be designed as a hierarchy of Interpreted Street Pypologies where the streetscape design encourages pedestrians, cyclist, non-motorized and motorized vehicles to mix more freely in a street and betwiew is not just directed through regulatory signage. Traditionally, street design has often prioritised vehicles as its predominant user with elements such as lane width, turning circles, speed and geometry often favour vehicles over pedestrians. Integrated Street Design provides for a more equitable arrangement for all users which is important to supporting and encouraging areas of high pedestrian activity.

Integrated Street Design should be:

- . Balanced to allow for equitable movement for all users
- · Promote walking and cycling
- Provide generous pedestrian areas to move, meet, gather and rest.
- Provide durable, functional, quality and aesthetically pleasing street furniture
- Encompassing of street trees, garden bed elements and Water Sensitive Urban Design best practice.

In practice, the application of Integrated Street Design must take into consideration local context and required functionality. Each street has a different needs, determined by its location and the activities which take place along it. Street typologies are established to guide the nature of street design and can establish character and guide behaviour for users as follows:

- The arrival experience at entry to the town centre, to encourage slower road speed and acknowledge the town.
- Street design to initiate behaviour change where prioritisation of pedestrian activity over vehicles which will intensify towards the town core.
- Acknowledge importance of town centre connectivity for pedestrians and vehicles.
- · Provide new streets and missing links for all users.

Gateway Boulevards - Example Adelaide Street

Gateway Boulevards act as the main entrance/ arrival moment at the town centre. A Boulevard by definition is a broad tree lined avenue often have wide footpaths connecting important places, civic centres or natural features.

High Streets & Civic Streets - Example William Street

These are the high profile streets which serve as the central care within the town centre and facus mostly on pedestrian rather than vehicle activities. These streets can offer the capacity to be closed to vehicles for events and often highlight design features such as attractive planting, natural moterial finishes, public art, open plaza space and bespoke furniture. High Streets & Civic Streets are individually designed and detailed to be site specific. They are attractive, inviting, safe and can often be the showcase areas within the Town Centre.

Main Streets - Example Port Stephens Street & Sturgeon Street

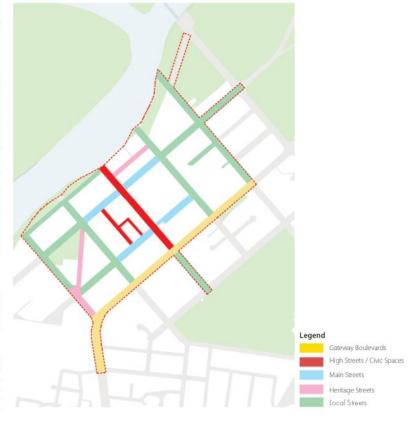
Main streets are primarily located within the core centre of town connected to the central core. They are the main service streets, providing residents and visitors the daily essentials with services ranging from local grocery stores, banking services, postal services, beauty salons, retail and provide ample parking. While not as high profile as High Streets and Civic Streets, they prioritise cyclists and walking over vehicles, support short stay parking and are serviced by public transport (bus routes).

Heritage Streets - Example King Street

Heritage streets contain significant heritage value and often contribute to the essence and identity of the town. They have the potential to attract both shoppers and tourists and offer opportunity for activation, public art and historical interpretation.

Local Streets - Example Glenelg Street

All other streets are considered Local Streets. They are usually those which serve the residential properties in the town. These streets are usually one travel lane each way and have lower vehicle and pedestrian volumes. Local streets can be well defined with footpaths and tree planting to encourage continuous and comfortable pedestrian and cycle connections.



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3.2 William Street Visualisation



STREET PERSPECTIVE: William Sneet (Landscape design indicative only)

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3.3 William Street: High Street



This street will be rearranged for the benefit of shadier footpaths with improved paving, safer parking, upgraded drainage and a new seating gathering area at the existing crossing point.

Legend

1 Parallel and 90° Degree Parking Street Tree Planting with Garden bed Two types of parking arrangements on either side of the street. Parallel (North) and 90° (South)

Manoeuvring Space

1.8m of reversing and manoeuvring space for 90° Degree Parking

Raised Pedestrian Threshold

Slow speed 10km/h over raised

Plaza Space at Crossing Node Stretcher Pattern: Natural Stone Paving in sandstone colour to highlight plaza space.

Continuous street Tree planting with garden bed planting underneath with integrated drainage elements and strata vault

6 Timber Seating Element Stepped timber platform for sitting and gathering.

Shade/Art Element Shade/Art element over raised threshold and plaza space

8 Footpath Stretcher Pattern: High quality pre-cast concrete paver in light

Footpath • • • Existing Kerb

Shared Zone

KEY PUBLIC DOMAIN ELEMENTS

Street Type

- · Shared Zone (High Street)
- Slow Zone designed for 10-25km/h.

Location

· William Street

Street Geometry

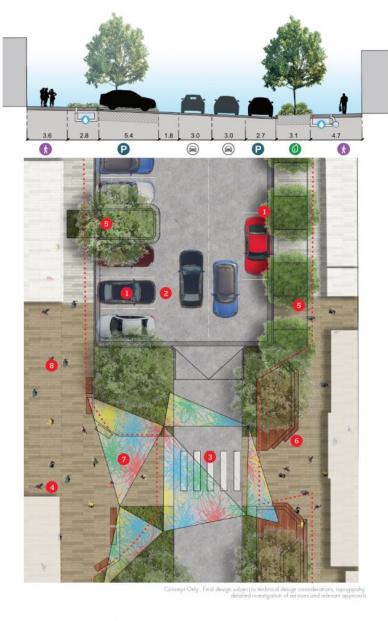
- 30m road reserve.
- · Single lane two way traffic.
- · 2.8m wide 90° Degree parking with 1.8m manoeuvring space. (Left side of Street).
- 2.7m wide parallel parking (Right side of Street).
- Single grade surface.
- · Raised pedestrian threshold.

Streetscape Elements

- · Bespoke furniture at crossing node provides seating
- · Stone paving to highlight areas such as crossing node. High quality pre-cast concrete paver unit else where.
- · Feature public art (Overhead).
- · Opportunity for multi function street lights with banners and pedestrian lighting - paired arrangement.

Landscape Treatments

- Continuous street tree planting
- Kerb extensions with low mass Water Sensitive Urban Design garden beds (passive irrigation treatments).
- · Integration of drainage elements into tree trenches and or under paving is an important aspect of this street design.



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3.4 Port Stephens Street



A continuation of the median palm trees will emphasise the heritage character of the town centre at the core of this street. Elsewhere new footpaths surfacing is proposed, with new trees introduced where existing conditions allows it.

Legend

- Angled Parking
 - Angled parking as per existing
- Planted Central Median
 - Planted central median as continuation of Port Stephens Street, south of William Street.
- 3 Feature Tree Trees to be planted into engineered root cells to ensure effective root zones, within central
- Screen Planting
- Screen planting along street boundary to hide shopping centre delivery bay facade
- Parking Carriageway Shared Zone

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Planting WSUD / Bio-Swales Pootpath ••• Existing Kerb

Street Tree Planting with Garden bed

Location of Existing Kerbs

6 Footpath

Continuous street Tree planting

with garden bed planting underneath with strata vault cells

Stretcher Pattern: High quality pre-cast concrete paver unit in light grey colour

Majority of existing kerbs and

Right Hand Turn Opportunity

Opportunity for right hand turn vehicle access.

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KEY PUBLIC DOMAIN ELEMENTS

Street Type

- · Main Street
- Medium zone designed for 40km/h.

Location

· Port Stephens Street

Street Geometry

- 30m road reserve
- · 2m wide footpaths
- · 2.6m planted central median
- 3.5m travel lanes.
- · 5.4m wide angled parking

Footpath, Kerbs and Carriageway

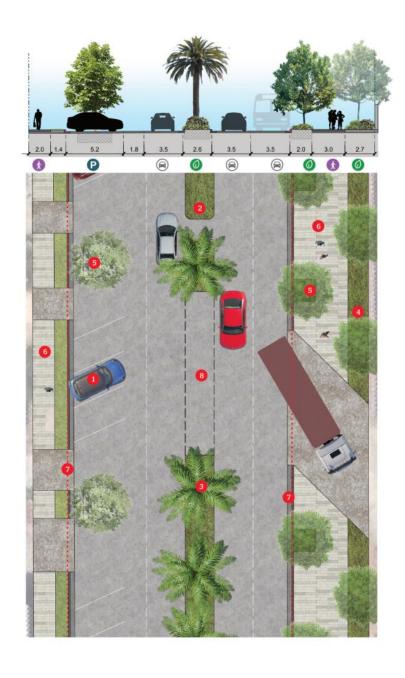
Single grade surface

Streetscape Elements

- · Opportunity for multi function street lights with banners and pedestrian lighting - paired arrangement.
- · Taxi rank and bus stops along street

Landscape Treatments

- · Street tree planting with garden bed
- · Feature tree Phoenix canariensis Canary Island Palm
- · Passive irrigation to tree pits and garden beds.
- · Grass verge to Northbound side of street
- · Vaulting system under root spaces of garden beds



3.5 King Street



This is a simple refreshment of footpath to allow the Marriage Trees to continue to be the focus for the street. Opportunity for park improvements are also highlighted.

Legend

- Parallel Parking Parallel parking on both sides of st
- Formalised Footpath Formalised insitu concrete footpath
- 8 Elevated Footpath Elevated footpath over root zones of Marriage Trees
- Footpath Repayed footpath adjacent commercial buildings.

Opportunity for shade trees and seating within park edge

Existing kerbs and stormwater drainage to remain.

6 Exisitng Kerbs Remain

KEY PUBLIC DOMAIN ELEMENTS

Street Type

- Heritage Street
- · Medium zone designed for 40km/h.

Location

King Street

Street Geometry

- 20m road reserve
- · 2m wide footpaths (open space side of street) 3m wide footpath (commercial side of street).
- · 2.8m wide parallel parking on either side of road reserve.
- · 6.1m carriage way. Two way traffic.

Footpath, Kerbs and Carriageway

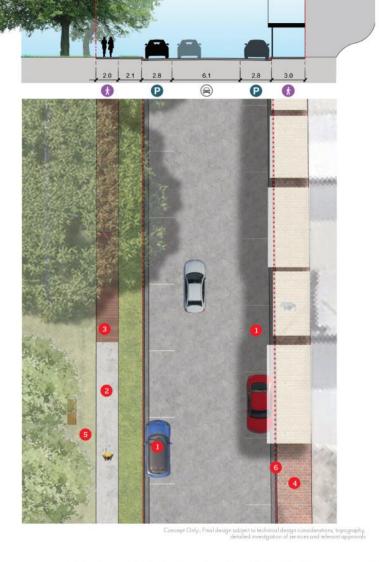
- · Traditional kerb and gutter treatment.
- · Upgrade existing brick paving.

Streetscape Elements

- · Public domain furniture within park edge.
- · Formalise footpath along open space side of the street.
- · Public Art.
- · Opportunity for historical interpretation, Marriage Trees King Street relationship to river.

Landscape Treatments

· Grass verge along open space



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3.6 Adelaide Street



Distinct median and verge tree planting allows the creation of a boulevard character to create a significant gateway experience when entering the

Plaza Tree Planting

Paved footpath

Concrete Footpath

Cocation of Existing Kerbs Existing kerbs and stormwater

Tree planting to emphasis small plaza space/node

Pre-cast concrete paving on left side of street (Town centre

Insitu concrete footpath on right side of street (residential interface)

Legend

Parallel Parking

Parallel parking on both sides of

Planted Central Median Planted central median with feature tree and under storey

Feature Median Tree Trees to be planted into engineered root cells to ensure effective root zones, within central

Street Tree Planting with Garden bed

Street tree planting in garden bed verge with strata vault cells

 WSUD / Bio-Swales Footpath Carriageway • • • Existing Kerb

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KEY PUBLIC DOMAIN ELEMENTS

Street Type

- · Gateway Boulevard
- Peripheral designed for 50km/h.

Location

Adelaide Street

Street Geometry

- 30m Road Reserve
- 3.5m travel lanes.
- · Planted Central Median with feature trees and under storey
- · Parallel parking on either side of the street, coordinated with bus stopping.

Footpath, Kerbs and Carriageway

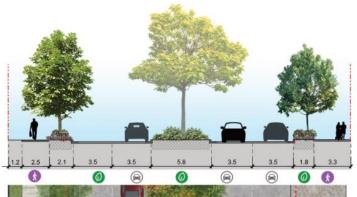
Traditional kerb and gutter treatment.

Streetscape Elements

· Option for multi function street lights with banners - staggered arrangement in median as town centre announcment.

Landscape Treatments

- · Feature planting in central median.
- · Verge tree planting at 8-10m spacing with low under storey
- · Grass verge along boundary lines with informal small tree planting.
- · Opportunity to extend landscape treatments to include Richardson Road to Belleuvue Street.





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ITEM 2 - ATTACHMENT 2 RAYMOND TERRACE STREETSCAPE DESIGN GUIDELINES 2021.

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ITEM 2 - ATTACHMENT 2 RAYMOND TERRACE STREETSCAPE DESIGN GUIDELINES 2021.



RAYMOND TERRACE STREETSCAPE DESIGN GUIDELINES 2021. ITEM 2 - ATTACHMENT 2

4.1 Paving Material

PAVEMENT DESIGN CONSIDERATIONS

Street pavements are a significant part of streetscape design and their quality has a direct effect on the pedestrian user experience of a place.

- · Pavements should be the unifying element in the streetscape, setting a clear canvas for other streescape elements which may provide contrast, movement and
- · Pavements should provide clear distinction between pedestrian priority areas and vehicle use areas.
- Pavements should be comfortable and allow ease of movement for all users including people of different ages and degrees of abilities.
- · Pavements should be a consistent pattern with occasional textural, size and colour variations to alert users of change of conditions or hazards.
- Pavements should reinforce streetscape hierarchy.
- · Pavement material should be high quality, durable, robust, easy to maintain and are easy to install, remove

Four main pavement materials have been identified for Raymond Terrace Town Centre:

- · Type 1 Natural Stone Paving
- · Type 2 Pre-cast Concrete Paving
- · Type 3 Insitu Concrete Paving
- Type 4 Brick Paving

MATERIAL

Type 1 - Natural Stone Paving

Natural Stone Paving to be reserved for key places within the town centre and the town centre core of Raymond Terrace (William Street, Crossing Nodes, River Foreshore and Central Terrace) should be considered for a high percentage of natural stone paving.

Stone can be incorporated with other materials to reinforce the identity and character of the town centre.

Type 1 paving will require specific bespoke design.

Type 2 - Pre-cast Concrete Paving

High quality concrete unit paver proposed for the higher profile streets of Raymond Terrace. This will bring a modern, clean and crisp look to the town centre streets (Port Stephens Street, Sturgeon Street and Adelaide Street).

Type 3 - Insitu Concrete Paving

Insitu concrete paying to be used on the residential and peripheral streets around the city centre.

Type 4 - Brick Paving

Existing brick paving will be upgraded along King Street to maintain its Heritage aesthetic. The existing brick paving will be restored/repaired and refreshed along King Street. This reflects and enhances the existing character of King Street.

PEDESTRIAN RAMPS

Pedestrian ramps to be paved with the same material as the surrounding footpath. Use to tactiles to give visual contrast and kerb edge.

KERB AND GUTTER

All kerb and gutters to be insitu concrete.

VEHICULAR CROSSOVERS

All vehicular crossovers to maintain adjacent pedestrian pavement type to reinforce pedestrian priority.

PARKING BAYS

All streets to be asphalt to match roadway.

All line-marking to be painted white.

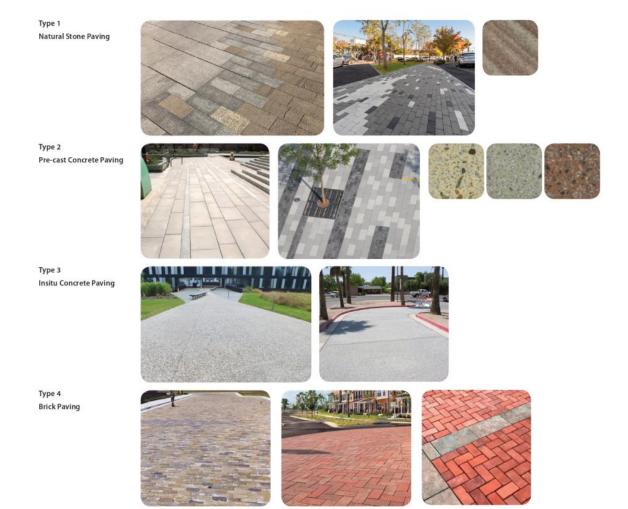
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4.2 Paving Material Palette



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PREFERRED STONE PAVING

- Selected stone varieties with warm tones and a variety of textures and finishes: Preferred – Granite
- Selected granite stones and setts with a variety of warm sandy tones and a variety of warm and cool grey: Preferred Porphry
- · Selected stones and setts with rusty and
- Suggested suppliers or similar to Gosford Quarry Mt White Pink Range

PREFERRED PRECAST CONCRETE UNITS

- · Standard sized pavers with a variety of warm and grey tones
- · Warm colour mixes with brown / red aggregates
- Suggested suppliers or similar to Urbanstone Albany Beige, Silver Grey or Granite Bronze

PREFERRED INSITU CONCRETE PAVING

Site poured concrete with colours, finishes and aggregates to be selected depending on the setting and location

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ITEM 2 - ATTACHMENT 2 RAYMOND TERRACE STREETSCAPE DESIGN GUIDELINES 2021.



5.1 Street Furniture

STREET FURNITURE CONSIDERATIONS

Streetscape furniture creates spaces for people to gather, rest, sit and dine with others. It helps facilitate social Interaction within the space and plays a vital role in the activation of a space. These settings are important for the elderly, less mobile and young families as they are a source of comfort. Properly placed furniture encourages people to gather outside and immerse themselves in the public

The street furniture palette should be consistent across the town centre, with bespoke furniture pieces to be placed in places of significance. Street function should be the main driver when placing street furniture. The placement of furniture should be convenient, publicly accessible, easily maintained and should not interrupt the flow of pedestrian traffic. It should be arranged in a linear sequence along the street and where possible should be grouped.

The selection of furniture should consider the different needs of different users and be constructed from safe materials to prevent injury (i.e. sharp edges or entrapment gaps). Furniture should be securely installed or mounted onto the sub-surface slab to conceal fixtures.

Materiality of the furniture should reflect the context and be suitable for the local character. The design should be simple

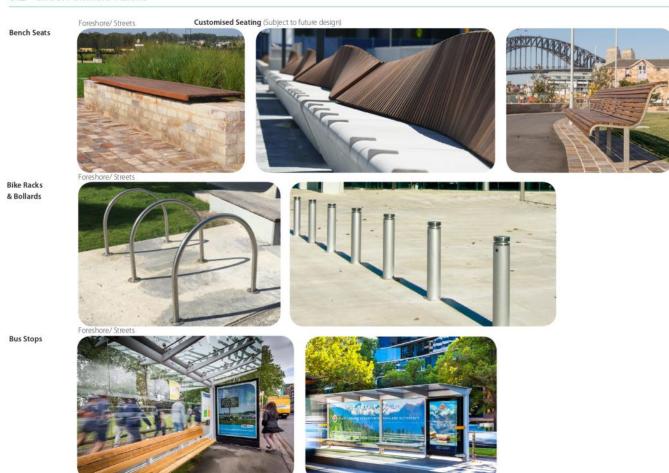
The following furniture palette should be considered for use in Raymond Terrace Town Centre and surrounds.



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5.2 Street Furniture Palette



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Drinking Fountain and Re-fill stations **Multi Function** Poles



Foreshore Lighting

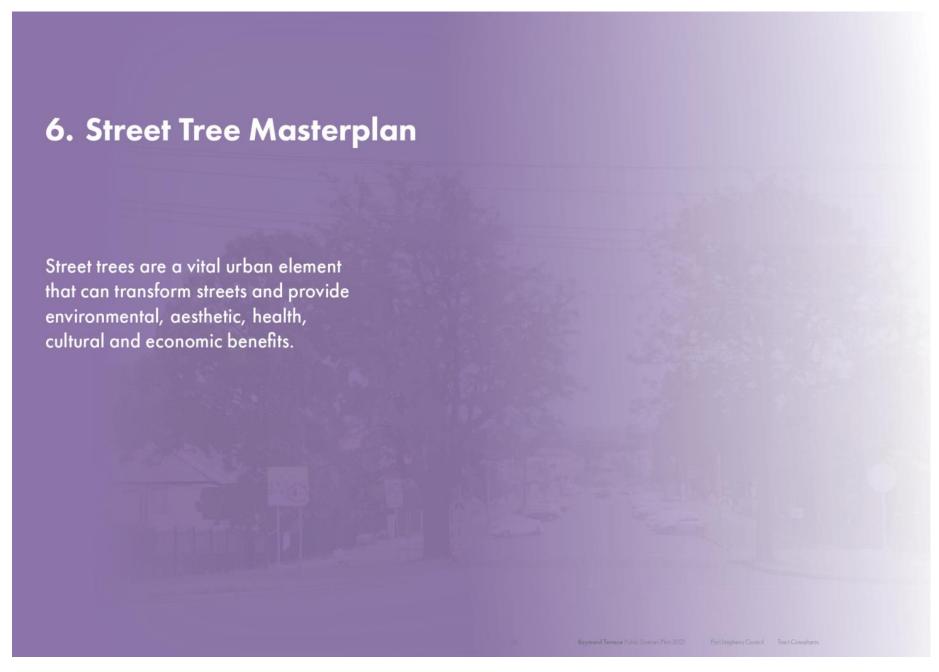




Litter Bins and **Recycling Centres**



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6.1 Street Tree Masterplan



Street Trees

Street trees play a significant role within the urban fabric of a town. They have the ability to transform the physical appearance and enhance environmental and economical aspects.

Priority should be given to planting street trees as they are able to establish a sense of place and enhance the overall image of the town.

The environmental benefits of street tree planting include:

- Increasing urban tree canopy cover for shade and comfort to encourage pedestrian movement.
- Filtering pollutants and improving air quality and reducing urban heat island effect to facilitate adaptation to climate extremes
- Enhancing 'sense of place', providing distinctive destinations for visitors and residents
- Providing a buffer between pedestrians and car movement
- Provide seasonal interest and natural beauty through foliage
- Captures and provides ecological benefits such as slowing run off to reduce erosion of soils, provides habitat and is food source for fauna

Building a green city should be the main driver for Raymond Terrace Town Centre. Activating the River Foreshore and creating connections to green spaces around Raymond Terrace will improve the overall appeal for the community and visitors.

Selection Criteria

Street tree species and other planting will be selected from the plant palettes by Council's technical staff taking into account a range of matters including aethetics and streetscape character, environmental tolerances, and maintenance and other functional requirements.

Suggested key criteria's for consideration are:

- Deciduous or Evergreen species
- · Deciduous tree species to have small leaves
- · Size at maturity
- · Existing soil conditions
- Availability
- · Tolerance to fluctuating water table
- · Water requirements for maintenance
- · Tolerance to heat and humidity
- · Colour and seasonal change where appropriate

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6.2 Plant Schedule - Trees

BOTANICAL NAME COMMON NAME SIZE FORM **DECIDUOUS OR** The right tree for the right location Height + **EVERGREEN** Spread (m) Location Criteria for Location 40 x 12m Araucaria cunninghamii Hoop Pine Symmetrical, cone-shaped tree Evergreen Town Centre · Verge: Species selection reflects existing raucaria cunninghamii - Hoop Pine vegetation character. Backhousia citridora Lemon Scented Myrtle 3-20 x 1-5m Rounded crown, Dense canopy Everareen Corymbia maculata - Spotted Gum Evergeen trees providing shade to pathway Eucalyptus tereticornis - Forest Red Gum Banksia serrata Old Man Banksia 3-15 x 2-4m Irregular Evergreen · Tree species to define town centre Livistonia australis - Cabbage Tree Palm Buckhamia celsissima Ivory Curl Flower 6-8 x 1-4m Rounded crown, Dense canopy Evergreen Magnolia grandiflora - Magnolia Phoenix canariensis - Canary Island Date Palm 10-35 x 10-20m Corvmbia maculata Spotted Gum Evergreen Ulmus parvifolia - Chinese Élm Zelkova serrata - Japanese Zelkova Cupaniopsis anacardioides Tuckeroo 10 x 5m Spreading, dense canopy Evergreen Cupaniopsis pavifolia Small Leaf Tuckeroo 8 x 4m Spreading, dense canopy Evergreen Delonix regia Poinciana 5-12 x 5m Spreading, vase Deciduous Road Edge: Tall spreading deciduous trees Typical Street Eucalyptus citriodora Lemon Scented Gum 20 x 8m Tall, Oval Evergreen to form a consistent canopy cover. Eucalyptus tereticornis Forest Red Gum 20 x 10m Tall, spreading Evergreen Back of Verge: Predominately native species Eucalyptus tereticornis - Forest Red Gum reflecting existing vegetation character Livistonia australis - Cabbage Tree Palm Ficus macrophylla Domed, large trunk, spreading Morton bay Fig 15-35 x 15-35m Evergreen with a smaller tree for solar access Melaleuca leucadendra - Weeping Paperbark Ulmus parvifolia - Chinese Elm 30 x 10m Buttressed Evergreen Ficus rubiginosa Port Jackson Fig Common Ash Medium dome Deciduous Fraxinus excelsio 15 x 5m Gateway Fraxinus griffithii Evergreen Ash 8 x 4m Oval Evergreen Median: Tall landmark trees Fraxinus ornus Flowering Ash 5 x 4m Round, Standard Deciduous Mixture of deciduous and evergreen trees Delonix regia - Poinciana to provide solar access, visual interest and Nyssa sylvatica 'NXSXF' Forum - Nyssa Fraxinus oxycarpa 'Raywoodii Claret Ash 12 x 7m Oval Deciduous Livistonia australis - Cabbage Tree Palm seasonal colour. Sculptural form that characterise arrival at Sea Hibiscus Hibiscus tilliaceus 4-8 x 4m Everareen town centre 10 x 8m Tall, Spreading Jacaranda mimosifolia Jacaranda Deciduous River Foreshore Medium sized trees, in proportion to Livistonia australis Cabbage Tree Palm 20 x 6m Straight, Tall Evergreen riverside setting Melaleuca guinguenervia- Broad Leaved Paperbark Deciduous trees to allow for solar access. Lophostemon confertus Oueensland Box Brush 10-25m x 5-15m Spreading Evergreen Ulmus parvifolia - Chinese Elm V-shaped or domed consistent canopy Magnolia grandiflora 25 x 10m Magnolia Oval Evergreen Melaleuca quinquenervia Broad-Leaved Paperbark 15 x 10 m Weeping Evergreen Evergreen trees providing shade to pathway Heritage Melia azedarach White Feather Myrtle 15 x 6m Rounded crown, Dense Deciduous Ficus rubignosa - Port Jackson Fig Jacaranda mimosifolia - Jacaranda Medium sized tree where no constraints canopy (seedless only) smaller tree in association with services Nyssa sylvatica Black Tupello 11 x 6m Round Deciduous Lophostemon confertus - Queensland Box Brush Spreading canopy to ensure consistent Phoenix canariensis - Canary Island Palm Pistacia chinensis Chinese Pistachio Deciduous 8 x 6m Tristaniopsis laurina - Watergum Non invasive root system. Phoenix canariensis Canary Island Palm 16 x 10m Large spreading palm (male only) Evergreen Populus deltoides Cottonwood 20 x 10m Tall, Open-rounded Deciduous Schinus areira Peppercorn 10 x 8m Weeping Evergreen Tristaniopsis laurina Water Gum 10 x 6m Spreading Evergreen Ulmus parvifolia Chinese Elm 12 x 7m Broad, Domed Deciduous

PORT STEPHENS COUNCIL 184

Japanese zelkova

14 x 10m

Raymond Terrace Public Domain Plan 2021

Vase, Spreading

Deciduous

Zelkova serrata

6.3 Plant Palette - Trees



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6.4 Plant Palette - Trees



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6.5 Plant Palette - Hedges, Shrubs, Grasses & Groundcovers



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STREET PERSPECTIVE: Adelaide Street (Landscape design indicative only)

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ITEM 2 - ATTACHMENT 3 RAYMOND TERRACE PUBLIC DOMAIN PLAN - COMMUNITY ENGAGEMENT PHASE 1.

Raymond Terrace Public Domain Plan Community Engagement Report April 2020





Raymond Terrace Public Domain Plan Community Engagement Report April 2020

Executive Summary

Council consulted with community and key stakeholders between February and March 2020 to identify community priorities for improvements in the Raymond Terrace town centre specifically aimed at public spaces to inform the development of a Public Domain Plan.

The purpose of the engagement was to identify and prioritise key sites, themes and opportunities for improvement works and long-term vision planning for the town centre area.

The unique engagement process aimed to excite and inspire the community and explore community aspiration and priorities for place activation in the Raymond Terrace town centre. A series of face to face and online activities maximised community interest and participation in a town which historically has had challenging and unrepresentative community engagement.

A range of methods and tools were deployed during the consultation resulting in an extensive and valuable engagement outcome.

Both the face to face and online engagement tools were available to the wider community including residents and non-residents. Over 700 responses were recorded throughout the consultation.

Data handling and analysis was carried out by the Port Stephens Council (PSC) Community Engagement team. Key findings include;

- Overall the data collected tells us that the users of Raymond Terrace have modest expectations when it comes to town centre visioning, planning and improvements.
- Respondents were aware of a negative stigma towards Raymond Terrace and there was a sense the town had been somewhat forgotten and left-behind from other areas in Port Stephens. Despite this, community pride was also evident throughout the engagement process.
- History was important and the heritage of King Street was seen as an opportunity to leverage off and improve the King Street site as a tourist and business centre.
- The river was revealed as most treasured space in the town, and also the area
 people would like to see the greatest improvement to, particularly in foot and bike
 paths, park facilities, play and community spaces, and event and pop-up
 activation.
- Boomerang Park and the Raymond Terrace Library are loved community spaces, and respondents recorded wanting more play and multi-use spaces for children, youth and adults.
- There was strong support for greater activities and events in Raymond Terrace to engage residents, activate the town centre, and improve town pride.



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- The data around town centre movement indicated that 45% of respondents prefer
 to walk over driving around the town centre, and a significant number of
 responses referenced improving footpaths and connections across the centre.
- Whilst most people use the area for shopping and dining, the data shows that shopping and dining experiences could be improved by maintenance and beautification, street tree and garden planting, improved road surfaces and footpaths, and additional public amenities across the town.



ITEM 2 - ATTACHMENT 3 RAYMOND TERRACE PUBLIC DOMAIN PLAN - COMMUNITY ENGAGEMENT PHASE 1.

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1. Introduction

Port Stephens Council seeks to implement town centre improvements in Raymond Terrace and commit to a long term vision for the centre though the development of a Public Domain Plan (PDP).

The community engagement process is the first step in developing the PDP. The purpose of the engagement was to:

- identify and prioritise key sites, themes and opportunities for improvement works
- develop a collective vision and pride for Raymond Terrace town centre,
- · enable community feedback on values and priorities for the town centre
- strengthen relationships and foster community across user groups

Community engagement activities both face to face and online were run over two months in February and March 2020 and captured approximately 700 responses drawn from residents, workers and visitors to the Centre.

The following is an account of the process and data collected from the engagement.

2. Methodology

2.1 Engagement Approach and Participation

This activity falls under the *involve* category of the IAP2 public participation framework.

Table 1 Public Participation Spectrum, International Association of Public Participation

Increasing the level of public impact

Level of community influence over decisions

Inform	Consult	Involve	Collaborate	Empower
To provide the public with balanced and objective information to assist them in understanding the problems, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making and/or devolved budgets in the hands of the public.
We will keep you informed.	We will keep you informed, listen to acknowledge concerns and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for direct advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.



A variety of engagement methods were delivered face to face and online. The approach was designed to reach a broad and diverse range of users of the Raymond Terrace town centre.

A total of 5 pop-up events across 4 locations and 5 targeted stakeholder sessions were held in February and March 2020, as well as an online survey and mapping activity via Have Your Say, and an Instagram photography competition.

Pop-up events

Event	Venue	Date	No. attended*
Australia Day	Riverside Park,	Sunday 26	Approx. 60
event	Raymond Terrace	January	attended
Terrace Parkrun	Riverside Park,	Saturday 8	60 attended
	Raymond Terrace	February	
Library pop-up	Raymond Terrace	Monday 10	Approx. 30
	Library	February	attended
Shopping centre	Marketplace	Wednesday 19	Approx. 250
pop-up's x 2	Raymond Terrace	and Thursday 20	attended
		February	
			TOTAL 400

^{*}Official attendance was not recorded due to the nature of these activities.

Stakeholder sessions

Meeting	Venue	Date	Who attended
Community	Port Stephens	Tuesday 11	22x Service
Interagency	Council Civic	February	providers, welfare
	Building		workers
School drop-in	Alesco College,	Wednesday 26	15x year 9 and 10
	Port Stephens St,	February	students
	Raymond Terrace		
Community	Raymond Terrace	Wednesday 26	19 community
workshop and	Bowling Club	February	leaders
place audit			
One-on-one local	Marketplace	Wednesday 11	Marketplace
business	Raymond Terrace	March	Centre
discussion			Management
One-on-one local	Centro Raymond	Tuesday 24 March	Panthera Group
business	Terrace		representatives
discussion			
			TOTAL 59



Online:

Platform	Dates	Participation
Have your say	Monday 3	220 surveys
webpage	February- Monday	completed
	2 March	
Have your say	Monday 3	19 pins
place mapping	February- Monday	
	2 March	
Instagram	February 2020	5 images posted

2.2 Promotion

The process was promoted through:

- 3 x Port Stephens Examiner advertisements
- Business walk-around providing project information and engagement promotional materials to approximately 200 local businesses in Raymond Terrace town centre.
- 1233 ABC Newcastle radio interview with Mayor Ryan Palmer- 7 February 2020
- Social Media 7 posts during the period across Instagram and Facebook; 13,600 impressions (broad awareness); 1300 comments, reactions and shares (engagement).
- · Council Website and Have Your Say page
- · Council internal website to staff
- Email to key stakeholder mailing lists (including sports councils, volunteers, local community organisations and have your say members).
- Poster displayed in several local businesses and shopfronts

2.3 Data handling

A project code frame (grouping comments into thematic categories) was developed to analyse qualitative open ended responses. The code frame can be viewed at Appendix i. All responses are de-identified to ensure the anonymity of respondents, and edited only for grammar and spelling if inserted as verbatim comments into the body of the report.

Data handling and analysis was carried out by PSC's Community Engagement team.



3. Findings

3.1 What is valued in a town centre

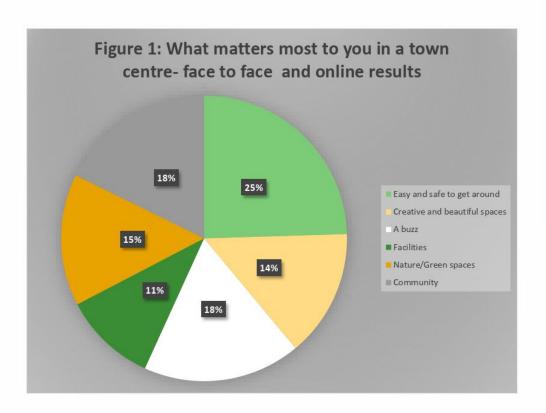
Participants online and face to face were asked to vote on which two place making themes were the most important to them and which they would like prioritised for the Raymond Terrace town centre. The 6 themes voted on were:

- **Easy/safe to get around-** a place that works for everyone e.g. Better street lighting, wider and improved, footpaths, pedestrian crossings, walking, pram and cycle paths, connections between town and river, public transport.
- Facilities- the built environment has what you need e.g. Toilets, water bubblers, bins, footpaths, bus shelters.
- Creative and beautiful spaces- attractive, colourful, clean e.g. Public art, no rubbish and well maintained.
- Nature/green spaces- a green place with plants and natural life e.g. Street trees, water features and play, shade, community gardens.
- A buzz- Things are happening in my town, business is good and shops are full
 e.g. Events, markets, busking, night life, music, performance spaces, pop-up
 activities
- Community- People can meet and connect, there are places to stop and hang out e.g. Adult and child play areas, water play, picnic spots, street seating and rest areas.

The data collected through the voting activity of *what matters most* is presented in Figure 1. A total of 824 votes were collected across the face to face engagements and online via the survey.

Participants responded with a relatively even spread of responses with 'Easy and Safe to get around' the most popular response.





Face to face engagement

3.2 Pop-up activities

Across the pop-up and stakeholder events, participants were invited to be involved in two activities;

1. Raymond Terrace mapping- participants were shown a large aerial map of the Raymond Terrace town centre and asked to record what areas or facilities they treasured in the Raymond Terrace town centre, and what areas they would like to see improved or removed, or ideas they had for particular spaces. Participants recorded their ideas on post-it notes (pink notes for 'loves' and blue notes for 'improves') and placed these on the area on the map their idea pertained to. See Image 1 and 2. The data collected from this activity is illustrated in Tables 1-4.





Image 1



Image 2

Image 1 and 2- Pop-up activity at Marketplace Shopping Centre recording what people love and want improvements to in Raymond Terrace town centre.



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2. What do you value in a town centre- participants were shown a large board describing 6 place making key themes. Participants were asked to vote on which two themes were the most important to them and which they would like prioritised in works for the Raymond Terrace town centre. See page 7 for description of themes. Participants placed 1x bottle cap into large tubes corresponding with the two themes they valued most. See Image 3.

Due to the informal nature of these activities, demographic data was not captured for this activities.

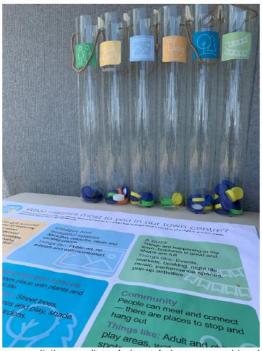


Image 3- Pop-up activity recording what people treasure most in a town centre.

A total of 430 comments were recorded face-to-face. The combined face-to-face and online results (totaling 824) are captured in Figure 1.



3.3 What is treasured in Raymond Terrace-findings

Table 1- Most treasured venues identified in Raymond Terrace (top responses)		
VENUE	NO.	DESCRIPTION
	COMMENTS	
River	32	Native space, trees, seating, playground
Boomerang Park	27	Open space, trees, skate park, playground
CBD	27	Library, Shopping Centres, convenience, centrality

Table 2- Most treasured elements identified in Raymond Terrace (top responses)	
ELEMENT	NO. COMMENTS
Parks and recreation space	22
Natural spaces and the river	15
Shopping	13
Trees	12
Ease of movement/getting around	11
General – positive	10
Library	9

Table 2 identifies Parks and Recreation spaces as the most loved aspect of the Raymond Terrace town centre with 22 responses. This included reference to Boomerang and Riverside Parks.

The second most treasured part of Raymond Terrace is natural spaces and the river-15 responses gathered. This includes reference to the Hunter River- views, the riverfront, peace and serenity.

A snapshot of responses:

- Boomerang Park is "a great place for kids"
- "Jacarandas feel like home".
- "I love the fact I can walk down to the river when I'm sad"- Year 9/10 student.
- Raymond Terrace town centre is "easy to walk around [for me, an] 88year old".



3.4 What needs improvement in Raymond Terrace - findings

Table 3- Venues identified for improvement in Raymond Terrace (top responses)		
VENUE	NO. COMMENTS	OVERVIEW OF RESPONSES
River	105	E.g. Improve/extend footpath, improve park lighting, improve toilet facilities, activate with events.
CBD/William St	88	Street tree planting, increased seating and shade, improved footpaths, public art.
Boomerang Park	39	More trees, events, bike path routes, a community garden.

Table 4- Elements identified for improvement in Raymond Terrace (top responses)		
ELEMENT	NO. COMMENTS	
Shared pathways	49	
Events	28	
Playgrounds and play spaces	26	
Trees	24	
Seating/Picnic tables	23	
Cafes/Dining	19	
Shopping	18	
Toilets	23	
Public Art	16	
Cleaning and maintenance	12	
Shade	11	
Roads	10	
Gardens	10	

'Shared pathways' was the most common response participants would like improvements to in Raymond Terrace. The majority of these comments focussed on extending the walking track at Riverside Park to Fitzgerald Bridge, as well as improving the surface and widening to allow for greater pram and cycle use. Discussion also focussed on creating bike paths across Raymond Terrace and connecting to other areas including Boomerang Park, Lakeside, and Jacaranda Avenue, and to other townships including Medowie and Seaham.

28 comments asked for more events and activities in Raymond Terrace including youth events, an open air cinema, and food van events.



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Playgrounds and play spaces (26 responses) related to water play areas, fenced playgrounds for toddlers, and outdoor games e.g. table tennis.
24 comments related to tree planting in William Street, at gateways, and a continuation of trees in Port Stephens Street and Jacaranda Avenue.

A snapshot of responses:

- There is "nowhere nice to sit in the shade in [the] CBD!"
- Make "footpath along river wide enough for park and family bike rides"
- "Play areas on river e.g. games, water park"
- "More nightlife activities. River and King St".

A full list of responses can be found in Appendices ii and iii.

3.5 Shopping Centres Management Feedback

An invite was extended to the two town shopping centres, Marketplace Raymond Terrace and Terrace Central for a face to face meeting to discuss their views for the town centre, the role of their Centre in the town, what they like, and what could be improved in the public domain.

Some of the key points raised are captured in the table below.

Table 5- Marketplace and Terrace Central town centre comments		
ISSUES	OPPORTUNITIES	
Not enough parking (for businesses and workers) Not enough housing in urban centre	 More public art and sculpture to beautify the town More attractive entry ways with way-finding signage- directing visitors to points of interest and the river Improved river facilities and activation An event/performance space is required in town centre Leverage off heritage values and history A community centres is needed Improved public and community 	
	Leverage off heritage values and historyA community centres is needed	

3.6 Community workshop and place audit

A two-hour community workshop and place audit was hosted on 26 February at the Raymond Terrace bowling club and facilitated by the PSC Community Engagement team. A mix of local business, community groups and clubs, and key community members were targeted for the workshop, and a total of 19 participants attended. The workshop provided an opportunity to deep dive into specific issues, locations and begin to identify potential solutions.



Participants were divided into 4 working groups and given a specific precinct within Raymond Terrace to focus on- Riverside Park; King St and Port Stephens St; William St, and Sturgeon St and Terrace Central (including the car park adjacent to the Terrace Central shopping centre and the area in between the car park and William Street, including alleys) . Groups conducted a walking place audit and were asked to look for and record information on the street regarding Access and Linkages; Sociability; Comfort and Image; and Uses and Activities, and then brainstorm ideas to improve the areas they identified in the audit as requiring attention.

An overview of the precinct audit score is below. A score of 1 indicates a poor space; a score 5 of indicates a very successful place in terms of access and linkages, sociability, comfort and image, and uses and activities.

Table 6- Community Place Audit Precinct Scoring		
PRECINCT	OVERALL PLACE SCORE	
	(is this space successful?)	
William St and Port	2- No	
Stephens St		
King St	2- No	
Riverside Park	3- Neutral	
Terrace Central	2-Neutral	
shopping area		
precinct		

Table 6 indicates all 4 precincts are not scored as successful community spaces, and in particular William St, Port Stephens Street, and King St were identified as the two precincts in greatest need of improvement.

An overview of improvement ideas collected for each precinct is below-

Table 7- Community Audit Improvement Comments		
PRECINCT	IMPROVEMENTS	
William St/Port Stephens St	 Streetscaping – street trees, planter boxes Connections and accessibility- wider footpaths, improve uneven footpaths; improve connection to Terrace Central from William Street Improve traffic in William Street Improve bus shelter Consistency- improve street awnings; inconsistent materials 	



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King St	 Improve the existing green space with amenitiestoilets, lighting Beautify area e.g. street art, street gardens and trees, heritage elements Activate area- night life, pop-up activities, alfresco dining
Riverside Park	 Improve footpath and extending the existing walking track to Fitzgerald Bridge Install signage to highlight areas of significance and interest in Raymond Terrace Increase seating in Riverside Park Install a pedestrian crossing to improve connection to the CBD and pedestrian safety Build a performance space in Riverside Park that would allow for and attract bigger park events
Terrace Central shopping area precinct	 Beautify and increase maintenance Improve footpaths Improve facilities including bus stop, seating, and installing bike racks Increase landscaping, gardens and open space

Overall the community workshop highlighted **amenities**, **landscaping and beautification**, and **town activation** as improvement themes across all town centre precincts.



Image 4- Community Workshop and Place Audit, 26 February 2020.





Image 5- Community Workshop and Place Audit, 26 February 2020.



 $Image\ 6\hbox{-}\ Community\ Place\ Audit\ along\ William\ St,\ 26\ February\ 2020.$





Image 7- Community Place Audit through Riverside Park, 26 February 2020.

Online Engagement

3.7 Online Survey

The online survey *Make Raymond Terrace a Better Place* was conducted via Council's Have Your Say page and was open from 3 February 2020 to 3 March 2020.

A total of 221 responses were collected. A series of demographic questions and 7 project specific questions were asked. Questions and response summaries are outlined below.

A survey copy can be found in Appendix iv and full survey responses can be found in Appendices v, vi, vii, viii, ix, and x.



Part 1: Demographics

Gender of participants

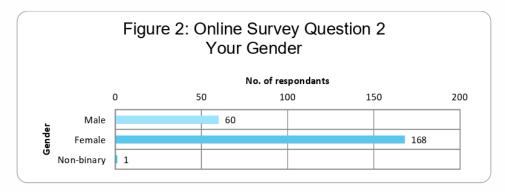
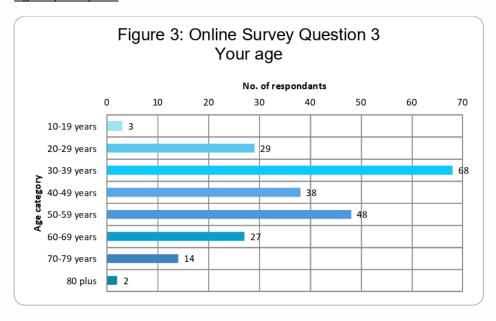


Figure 2 shows a strong female response to the survey with more than double the amount of responses received from women than from men. This is in-line with other surveys the PSC Community engagement team have conducted online.

Age of participants





Suburb of participants

Table 8- Online Survey Question 4 What Suburb do you live in?		
LOCATION	PERCENTAGE OF RESPONSES	
Raymond Terrace	56% of respondents	
Port Stephens LGA (excluding Raymond Terrace)	23% of respondents	
Outside LGA (including Charlestown, Mayfield, Martins Creek, Morriset and others)	21% of respondents	

Table 8 shows that over half of the survey participants live in Raymond Terrace, and almost a quarter reside in other suburbs of the Port Stephens LGA.

A full list of recorded suburbs can be found in Appendix v.

Part 2: Open Questions

Describe Raymond Terrace



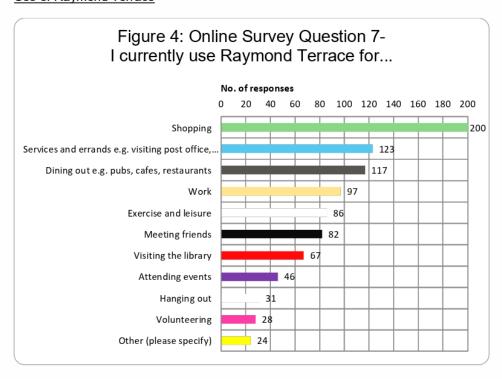
Image 8- Describing Raymond Terrace word cloud



Image 8 visually illustrates respondent's assessment of Raymond Terrace. Participants in this question were asked to describe Raymond Terrace in 3 words of less to someone who had never visited the area. Overall the words most frequently used to describe the area are positive in nature. The words Potential, River town, Shopping, and Friendly were the top responses.

A full list of responses can be found in Appendix vi. .

Use of Raymond Terrace



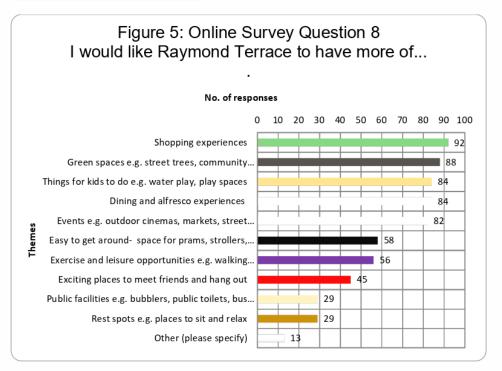
In question 7 participants were asked to choose from a list of 11 items to identity what they use Raymond Terrace for.

Respondents could pick as many responses as they liked or insert their own response via 'Other'. Responses recorded in 'Other' included home/live here, fishing, visiting family and friends; children's school; dog walking; photography; church, and netball. The full list for 'Other' responses can be found in Appendix vii.

Figure 4 highlights that Raymond Terrace is a shopping and service hub. 200 responses of 221 or 90% of respondents recorded using Raymond Terrace for shopping. Over half the respondents recorded using Raymond Terrace for services (e.g. post office, library, roads and maritime service, Centrelink), and dining out.



Want more of in Raymond Terrace



In the above question respondents could select up to 3 responses from a list of 11 themes they would like more of in Raymond Terrace. Shopping Experiences; Green spaces; Things for kids to do; Dining and Alfresco experiences; and Events were the most popular responses.

A full list of other responses can be found in Appendix viii.

People Movement

Table 9- Online Survey Question 9			
How do you like to move around Raymond Terrace town			
centre?			
MODE	PERCENTAGE OF RESPONSES		
Car	51%		
Walking	45%		
Bike/scooter	1%		
Bus	1%		

Table 9 indicates that a fairly even split between those who choose to walk and use their car to move around the town centre.



People movement continued

Table 10- Online Survey Question 9.1		
What would encourage you to ditch your car and use active or public transport		
around Raymond Terrace? E.g. walking, bike, scooter?		
TOP RESPONSES	NO. OF RESPONSES	
Improved/wider and more footpaths	27	
More frequent/cheaper public transport	14	
Cycle ways	13	
Safety*	13	
Connected pathways	7	

^{*}Responses to 'Safety' included reducing antisocial behaviour, removing glass on footpaths, and restricting dogs on-leads.

The most popular action that would encourage people to stop using cars was 'improved/wider and more footpaths'. The responses to 'Connected pathways' called for constructed pathways between the CBD to the River, and the CBD to outer suburbs (i.e. Lakeside).

A full list of responses can be found in Appendix ix.

Big and Small Ideas for Raymond Terrace

Table 11- Online Survey Question 11 Big and Small Idea (Themes)		
TOP THEMES	NO. OF RESPONSES	
Shopping/Business Opportunity	44	
Events	43	
Cafes/dining	32	
Shared pathways	26	
Trees (more tree planting and street trees)	21	
Parks and recreation space	20	
Ease of movement/getting around (improvements to)	17	
Cleaning and maintenance	16	

In question 11 participants were asked to share their big or small idea via an open response. 220 ideas were collected through this question. The results have been grouped into themes and are presented in Table 11.

The majority of big and small ideas for Raymond Terrace centred on the theme of business opportunity and shopping, and events. This included;

- · more cafés and specialist shops
- · a Coles rather than two Woolworths, and a Kmart,
- Events and town activation.
- · Street and food markets along the river and King St



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Cafes and dining was also a popular theme and which related to more cafés and dining options and alfresco experiences along the river, King St and William St.

A snapshot of the verbatim responses are below. A full list of verbatim responses can be found in Appendix x.

"Raymond Terrace needs to make the most of the area along the river and the river itself that runs through the town as well utilise better by way of unique quaint shops, markets etc. (similar to what is in Morpeth) in King Street which has such a wonderful vibe. Raymond Terrace would have been a bustling town in days gone by. We need to get some of that "life" back into it." 60-69year old, Raymond Terrace.

"I would like to see the two Marketplaces connected via a permanent 'street market' type of set up .The in-between made up of exciting dining locations, specialty shops, shady spots to sit, public drinking bubblers. This along with grass areas suitable for children and pets. The potential is already there near Aussie Pizza, it just needs to be revitalised. The main street needs fresh signage and more trees to provide shade." 20-29year old, Gillieston Heights

"I would love to see the river area as a focus, it is so beautiful and has so much potential but the gap in the pathway makes it inaccessible to everyone". 30-39year old, Raymond Terrace

"Additional green space and usable rest areas to prevent heat spots. Modernisation of the street façade without losing the original identity of its historical past". 40-49year old, Whitebridge.

3.8 Online mapping

The online mapping survey was open from 3 February to 3 March 2020 and accompanied the online survey on Engagement HQ.

Respondents were asked to pin an area on a map of the Raymond Terrace town centre that they loved and an area they would like to be improved in the town. 19 responses were collected from 10 respondents. The most common responses (5 in total) pinned King St as an area to be revitalised and improved.

"Unsure of what is happening with this building it is simply an eyesore. Restore it, revitalize it or remove it. This area is used as a dumping ground and there's sharp objects everywhere. It's dangerous. Historic King Street deserves better than this!"-16 year male, Raymond Terrace.

A full list of responses can be found in Appendix xi.



3.9 Instagram Competition

During the month of February, an Instagram competition was run calling for users to post an image of a place they love in Raymond Terrace and tag Port Stephens Council and using the hashtag #lovetheterrace. 5 images were captured for the competition, 3 of which celebrated the river. 2 images are shown below.



Image 9 - Instagram Photography Competition entry - Fitzgerald bridge



Image 10- Instagram Photography Competition- Riverside Park

A full image library of images collected be found in Appendix xii.



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4 Appendices

Appendix i- Project Code Frame

CODE	THEME	DESCRIPTION
100	Amenities	Built form
101	Seating/Picnic tables	
102	Lighting	
103	Bubblers	
104	Toilets	
105	BBQ's	
106	Bike racks	
107	Shade	
108	Exercise equipment	
		Public transport, roads, pedestrian and bike
200	Access and Connections	paths and parking
201	Public transport	
202	Roads	
203	Pedestrian crossings	
204	Shared pathways	
205	Ease of movement/getting around	
206	Disability access	
207	Parking	
		Gathering spaces; library; community
300	Community spaces	spaces; open space, playgrounds
301	Youth spaces	
302	Performance spaces	
303	Library	
304	Parks and recreation space	
305	Playgrounds and play spaces	
400	Environment	The native environment
401	Trees	
402	Gardens	
403	Wildlife	
404	Natural spaces and river	
500	Events and Leisure	
501	Markets	
502	Running/Walking	
503	Events	
504	Water activities	



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600	Opportunities	Economic opportunities, town services (e.g. Centrelink, Medical centre), shopping, alfresco dining
601	Cafes/Dining	
602	Shopping	
603	Cinema	
604	Services	
700	Heritage	
701	History and storytelling	
702	Heritage buildings and general	
800	Appearance and creativity	The look of our town- art, maintenance, cleanliness, town pride
801	Public art	
802	Beautification	
803	Cleaning and maintenance	
900	Safety	
901	Feeling safe	
902	Emergency services	Police, SES, Rangers
1000	Social Issues	
1001	Housing	
1002	Drug use and smoking	
1003	Homelessness	
1004	General	
1100	General-positive	
1200	Miscellaneous	

Appendix ii- What do you love about Raymond Terrace face-to-face verbatim responses

KEY:

Venue	Venue
RWR	Ross Walbridge Reserve
LAKE	Lakeside (Raymond Terrace East)
BP	Boomerang Park
VS	Vacant Space (behind Library)
WS	William Street
R	Riverside Park
AS	Adelaide Street
AP	Anzac Park



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G	General
JA	Jacaranda Avenue
KS	King St
NS	Non-specific
DP	Ross Walbridge Reserve
PSS	Port Stephens Street
GS	Glenelg Street

	VENUE COMMENT
COMMENT	RELATES TO
Skate park	BP
Skate park	BP
Love it	BP
Open space trees	BP
Playground	BP
Space and trees	BP
Open area to relax	BP
Open space and trees	BP
XMAS car show - need more	VS
Love the police!	ws
Police station feels safe	WS
Love Terrace Central	WS
Terrace Marketplace - shopping food	WS
Library	WS
Love riverside	R
Riverfront	R
Riverfront - with no development	R
Kayaking down river	R
Shade trees	R
Riverside park walkway	R
Community meeting place	R
Love parks	R
It's got everything parks + walking	NS
SES	NS
Love country town	NS
Access for disabled + elders (bus, transports)	NS
Cinema- family friendly	NS
Jacarandas Ave - Jacarandas feels like home	JA
King Street - Shop + Heritage	KS
King Street - More country heritage theme	KS
Great Park	BP
Love the utilisation	BP
Love Boomerang Park , Leave Alone	BP



	14/0
Library free!!!	WS
Library great	WS
parkrun	R
love park run , toilets park facilities	R
toilet near playground	R
River	R
Love	R
love waterfront	R
Love Boomerang Park	BP
Love and use regularly	BP
People in community service - clubs	BP
Playgrounds + facilities + native space	BP
Boomerang Park Pathway	BP
Love the Convenience of RT	WS
Market place + Big W	ws
Easy to get around RT	WS
Convenience of CBD	WS
King Street- Heritage building - preserve	KS
Library! Location	WS
Library!	ws
love + awesome activities	WS
cinemas	
Jacaranda Ave - Street trees , encourage people to be there beautiful	JA
love the bats	DP
The river	R
Boomerang	BP
Love picnics	BP
Nice views	BP
Love boomerang park!	BP
Boomerang park	BP
New playground	BP
nice to be there great for kids	BP
gardens in round about x3	ws
shade in William St.	ws
great halfway stop off point between home and Sydney	ws
public toilets	ws
good shops - travel from Kurri Kurri	WS
walking next to post office disabled parking	ws
beauty keeps this town alive tourists, boats , holiday accommodation	R
gardens + street trees	R



	5
easy to get walk around 88 yrs old	R
site views still used for commercial fishing	
enjoy the view	R
walking track along river	R
library - travel from salt ash	NS
RT meets my needs	NS
love jacarandas	NS
geese crossing	NS
housing affordability	NS
slow-paced country town (retain feel) ease of getting around	NS
cinema	NS
has everything - I need easy to walk around, park, not to busy(like green hills) good cafes - don't change	NS
like that it's like a little town friendly	NS
like the central location of RT	NS
central , good , shopping , easy to get around, parking is easy (not like green hills) more of the same	NS
shops	NS
town centre great to do all your shopping and services	NS
well organised and a nice feel	NS
Love the facilities at Boomerang Park. Would like a walking track and café	BP
Love Boomerang Park- open space, skate park and playground	BP
Love the garbage bin Wi-Fi	BP
Love Boomerang Park	BP
Love the bats!	DP
Bottle recycling - Glenelg Street	GS
Library	ws
Library and holiday programs	ws
Shopping centre- hang out- Marketplace	ws
Easy to get around- flat, level, even- disability access	WS
Selection of shops	WS
Fair to all concerned- especially business	WS
Parking- marketplace (easy)	WS
Street trees and gardens	PSS
Love the street trees	JA
Trees on Jacaranda Avenue	JA
Jacaranda trees	JA
River footpath	R
'	



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The river! Seating, open space	R
Riverside Park- footpaths	R
Riverside Park- bar and café	R
River- peace and serenity; open space	R
Dog walking	R
Walk along the river	R
Central- cafes and shops	NS
Ease of getting around- central	NS
Centrality- easy to get around	NS
Centrality of shops and services- everything I need	NS
Love RT; all my needs	NS
Shops variety; prefer malls	NS
8 out of 10. Very central	NS
Look at the end stop of Newcastle train station area as an example for open space	NS
McDonalds; Alesco	NS
Alesco; marketplace	NS
The coffee shop that just opened	R
I love the fact I can walk down to the river when I'm sad	R
The river	R
River	R
The river	R

Appendix iii- What do you want improved/more of in Raymond Terrace- face-to-face verbatim responses

	VENUE COMMENT
COMMENT	RELATES TO
Play spaces for kids	BP
More events	BP
Open air cinema @ croquet courts	BP
Water Play	BP
Better use of croquet court - mini golf	ВР
Skate park for younger kids 12 and under	ВР
More trees in Park	ВР
Watering system in Boomerang Park	ВР
More Entertainment, get together	BP
More activity, events etc.	BP
Develop retirement centre	vs
Caravan + RV area parking	vs
Make a community aqua	VS



Dut Freeds on	VC
Put Events on	VS
Performing art centre - stage	VS
Redevelop vacant space something for	Ve
families	VS
vacant land	VS
Library - late notification could improve	WS
More Street trees	WS
climate change resistant trees on streets	WS
Games (chess @ Nelson bay)	WS
Carries (Criess (@ Neison bay)	
Fill the shops	ws
Till the shops	
More local artwork in main centre!	ws
More local artwork in main centre!	W3
Empty shops need fillings	WS
Fix around plaza - plant + beatify	WS
Improve around plaza	WS
Street appeal - alfresco	WS
More outdoor dining	WS
More restaurant place to eat at night	WS
More shade trees	WS
More shade trees	WS
Shade deciduous	ws
More music	R
New Park - foreshore	R
More lighting down the river	R
More play spaces	R
Not enough seating	R
Lighting! Passive surveillance	R
more bubblers	R
disabled toilets - hard to use	R
More Shade	R
Not enough covered areas	R
Play areas on river e.g. games - water park	R
Connected foot path to bridge	R
Extend foot path to bridge - with trees	R
Access! Toilets, tables	R
Needles - clean up	R
Map of town at dump point (beetles park)	G



More Jacaranda continued - gateway trees	G
Create avenue to welcome street beautification	G
Banners, paint and lights	G
National park/ info centre	RWR
Education boardwalk	RWR
Duck crossing between Ross and Kings Park Sporting complex- multi user facility sport + perform @ king park	RWR RWR
Fully lit light show on Fitzgerald Bridge	RWR
More Street Paths trees	NS
Disability ramps + access	NS
disabled carparks	NS
Build Town pride	NS
Needs to be brought up to date	NS
Get rid of red tape - so people do things	NS
Lakeside shopping outdated	LAKE
Massive pool party @ lakeside - youth event	LAKE
Annual community event	NS
Night markets	NS
	NS
Tafe for young people Classes for teens to gain experience -Tafe courses	NS
More events	NS
Transport to events	NS
Community pools- like Springfield Lakes	NS
Footpath from men's shed down Elizabeth Ave to take track	BP
Run track in Boomerang Park	BP
Running track like spears point, NO housing	BP
Water bottle refill stations	BP
More public toilets	BP
Bigger playground like Speers Point x3	BP
More things in boomerang	BP
Bike path linking lakeside to centre town join existing path behind golf course near cemetery	ВР
Gateway - no lighting feel unsafe	BP
paved paths need of cement lots of people with disabilities	NS
Bike path from Raymond Terrace to Airport (via RAAF)	NS
Link bike path to Medowie	NS
big level foot paths for prams	NS
more and better street lighting	NS
no lighting - feel unsafe @ night	NS
public transport over Fitzgerald bridge	RWR
bike paths bridge bat park	RWR
Get rid of bats	RWR



Night Markets	WS
Bike racks	WS
more shade more seats	WS
Dining better variety of food coffee	WS
footpaths outside marketplace - slope of William street	ws
slow and congested	WS
don't break William street along length	ws
boardwalk/waterside pathway for the whole parkrun course	R
Toilet improvement	R
toilet paper	R
many visitors stop at park more play equipment for families	R
paths along river	R
upgrade toilets	R
footpaths safe even footpaths	R
cover over kids area lights	R
footpath continued along river	R
more paths for parkrun	R
good park 1	R
many people walk along river path all the way	K
along river	R
walk run way along river with outdoor gyms	R
street eats markets	R
more sheltered picnic tables	R
refillable water stations for drink bottles	R
foot path along river	R
fenced playground on seating area / BBQ for smaller children	R
foot path along river	R
needs path along river	R
water bottle refill stations	R
park run logo in park	R
Park maintenance	R
Parkrun markers concrete pathway along riverfront	R
water bottle refill stations	R
parkrun markers at km marks (other councils	
do them)	R
footpath along river wide enough for park + family bike rides	R
tidy up toilets foot paths in riverside park (park run)	R
pathway all the way to Fitzgerald bridge	R
hydration station along river	R
pave the whole river bank	R
water play + picnic shelter	R
upgrade toilets	R
apgrado tolloto	113



and the second of the second o	5
pathway needs levelling	R
toilets need cleaning	R
broken drain near jetty	R
garbage's need emptying more regularly + especially when events on planner	R
Rangers in park	R
netted swim area	R
food vans along river	R
exercise equipment on river (for walkers) x 3	R
improve drainage	R
more places to eat along river	R
Signage of to indicate historical buildings/areas particularity riverside walk.	R
more improved facilities as it has more potential given the beautiful location	R
Toilets at Fitzgerald bridge	R
access to river (non boats) for families picnic tables	R
Flying Fox like Tanilba	BP
more community events annual / bi annual	BP
add to pathway - town history	BP
historical pathways in Boomerang Park	BP
More Shade + seating greenery main street	ws
seating in shade - rest spots	ws
smoke free main street	ws
pedestrian lights @ crossing	ws
plants in roundabout reduce visibility	ws
more public art	ws
more greening + shade to main street	ws
residential development in town centre	ws
King St - more council support for king st	KS
needs more parking	ws
purpose built library + community places	ws
one stop shop- all-purpose library community	
centre - conferences - meet space - performance space	ws
Smoke free outside school	NS
Rebates for rainwater or grey water	NS
Workshops rainwater + harvesting greywater	NS
Improvements to waste management, green bin?	NS
Improve cinemas in future?	NS
connection between Jacaranda ave and river	JA
Lakeside- need internal pool facility pool year	
round access for adults see Maitland city council	LAKE
COUTION	LINC



	T
Pathway under bypass to connect lakeside to CBD with bike path	ws
Parking - disabled not enough	ws
the deck	R
path connecting bat park by way of Adelaide road past sleepy hill motel education on bats - danger etc not that	AS
dangerous	RWR
community garden at Garden Ave Richardson Rd - Bog hole	G
All disabled toilets open during the day - no key needed to access	NS
Public & community transport	ws
Exercise equipment	BP
Bats!	RWR
Clean up pollution	RWR
Need a community centre	NS
Need a community centre	NS
Public transport- not enough buses	NS
Help homelessness	NS
Outdoor performance space	NS
More seating on river	R
Bike paths- a loop which connects CBD to river	R
more activities to activate place	BP
water play for young kids - toddlers play	BP
public pool or water play (free)	BP
create identity of community hub around - child, seniors	ВР
a walking path b/w soccer + cemetery	BP
community garden	BP
issues with needles in boomerang park	BP
incorporate basketball court need skate park or multisport court	ВР
extend boomerang skate park (wider) - safer better for use	ВР
promote more	BP
smoother + better footpaths (for older people)	WS
sandwich shop in centre marketplace	WS
bubbler water fountain - fill your bottle up William st	ws
connection between 2 shop centres - pleasant to walk through	WS
better street lighting	WS
update William st , shade , more people, eateries, more attractive, street trees, one way traffic	WS
somewhere to sit around - teens	WS
to out and and to only	





playgrounds - younger toddlers	VS
events all ages food vans	VS
should know and show the history more	KS
facilitate restaurants to start more in king street	KS
need to use the history as a drawcard - boats -	
buildings - redefine	ks
king street revitalised	KS
Irrawang st playground footpaths , needs bbq	, No
area	NS
Phillip rd. road surface	NS
need a hangout spot @ lakeside (across from	
the shops)	LS
revamp beetles parks - slides etc.	NS
create enhance the tree line entrance into	NC
town	NS
road surface (sturgeon st) no line marking , no	
kerb, dirt washes on road	NS
bus shelter @ Wahroonga street Raymond terrace	WS
	JA
replace missing jacarandas	
geese crossing needs seats	RWR
better connect shopping centres	WS
shaded play areas for toddlers	NS
need to promote develop housing + commercial higher and plan for a new town	
centre	NS
turn right not possible - kangaroo street -	
Adelaide street	AS
better education around council pick up bulk	No.
waste	NS
extend walking track around dam	NS
stop the jets @ night - too noisy	NS
no youth space - nothing for youth people to	
do (other than skate park)	NS
night markets- youth centre activities for young	NC
people	NS
peace retreats at both river and boomerang	R
plastic on phone booths	NS
better variety of shops - Coles	WS
fix up the road surface - whole town	NS
transport- no uber - no cabs at night, buses	
shutdown	NS
missing - performance of arts community example opera	NS
disability parking - do people have a permit	NS
need a visitor centre in Raymond Terrace -	110
boomerang, riverside	NS
Fenced baby and toddler park	BP
community garden near Boomerang Park	BP
Shade in park	BP
опаче пі ратк	וטו



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Sensory park- autism kids Better/greater selection of shops Mall walking- connecting to river (like Levee Maitland) Better selection of shops Better selection of shops Better selection of shops- ws Better selection of shops- men's shops, Coles please Coles or similar WS Accessible toilet in William St WS WS Bins to be emptied for more often along William St Colour and interest- street art and monuments More food options Link between 2 shopping centres- maybe oneway street along William St, and crossing between William St is an issue WS Street art along William St- wherever people can see it Beautify and tidy e.g. street trees and gardens Hedge of William and Strickland St too highpoor visibility Extended parking along William St More open takeaways and restaurants- late night WS Seats along William St near police station WS More shops- art and craft along King St Re-pave Terrace Central- too bumpy Seating along William Street and Port Stephens St WS Tie things to de better explained Tie things together i.e. cars and sport NS		
Better/greater selection of shops Mall walking- connecting to river (like Levee Maitland) WS Better selection of shops Better selection of shops Better selection of shops- men's shops, Coles please Coles or similar WS Accessible toilet in William St WS WS Bins to be emptied for more often along William St Colour and interest- street art and monuments WS More food options WS Link between 2 shopping centres- maybe one- way street along William St, and crossing between William st is an issue Street art along William St- wherever people can see it WS Beautify and tidy e.g. street trees and gardens WS Hedge of William and Strickland St too high- poor visibility WS Extended parking along William St WS	Dog park	BP
Mall walking- connecting to river (like Levee Maitland) Better selection of shops Better selection of shops Better selection of shops- men's shops, Coles please Coles or similar Accessible toilet in William St Variety of shops Bins to be emptied for more often along William St Colour and interest- street art and monuments MS More food options Link between 2 shopping centres- maybe one-way street along William St., and crossing between William St is an issue Street art along William St- wherever people can see it Beautify and tidy e.g. street trees and gardens Hedge of William and Strickland St too high-poor visibility Extended parking along William St More open takeaways and restaurants- late night MS Seats along William St near police station WS More shops- art and craft along King St Ks Re-pave Terrace Central- too bumpy Seating along William Street and Port Stephens St Things to do better explained Tie things together i.e. cars and sport NS	Sensory park- autism kids	BP
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Tie things together i.e. cars and sport NS		NS
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Fenced in area for bike path (like Speers point) for kids	Fenced in area for bike path (like Speers point)	
Duck pond could be great. Area used to be nice. Education on bats; like it to be clean, algae-free, seating, bring people to area RWR	nice. Education on bats; like it to be clean, algae-free, seating, bring people to area	RWR
Difficult to walk through now. Can't be hanging out here. Not pleasant. Toilet block is gone now.	out here. Not pleasant. Toilet block is gone	RWR
Board walks through park. Possible? Safety? Activate it. RWR	9 .	RWR
Improve garbage collection in parks especially before and after events and on weekend R		R
Extended footpath R	Extended footpath	R
Water play R	Water play	R



Rotunda is too expensive to use by community groups. \$165/hr plus electricity	R
Safe disposal of syringes	R
Better toilets river	R
Night markets	R
More cafes	R
More shaded seating	R
Improve connection and use to the river. More speedboats	R
Lighting river	R
Free events for kids. Not just on school holidays	R
Path river- Fitzgerald Bridge	R
	R
Exercise equipment river	R
River path	
Graffiti on levee. Can it be made better	R
More Nightlife opportunities. King St and River	KS
Toilets at boat ramp	R
Collect and use ethane from old dumps	NS
Not enough disabled parking around town	NS
Variety of shops- big wholesalers	NS
Central hub with cinemas	WS
Youth centre- help with crime	NS
Pride in area- don't like stigma	NS
Drug use/ safety	NS
Clean area for drug user to use supervised	NS
More special needs- services areas	NS
Toilet block near bridge is missing now	R
Community gardens- for all ages	NS
take down sign for toilet	NS
Bike track to Seaham	NS
Green space along river- benches, shade	R
I feel that I doggy dispenser bin and dog do do bags at the entrance and end of the River Park walkway would help our environment	R
Street trees and gardens- PS Street	PSS
Locked bins -stop people in bins	R
Graffiti on levee- can it made better	R
No more buildings- have more wildlife	NS
More parks/update parks	NS
Arts stuff	NS
Arts stuff- mural	NS
Park benches	NS
More homeless help	NS
Old car memorabilia	NS



ITEM 2 - ATTACHMENT 3 RAYMOND TERRACE PUBLIC DOMAIN PLAN - COMMUNITY ENGAGEMENT PHASE 1.

Giant statue of sunglasses Trees more trees NS Trees everywhere NS History information- Aboriginal history in an interesting way (not just signage)- rocks NS The homeless people along the river are always the same faces Have a cheap shop where the homeless can go for food WS More shade for the kids so you can sit WS Jungle gym NS Massive pencil shaped bins NS More events- pride events for people to be proud about it Por Taylor to become a street artist for Raymond Terrace NS A big water park NS Help the homeless people NS That there isn't enough people who care Sunflower painting. Sunflower bush. More flowers NS More things to make it less boring Legal graffiti wall- people can draw without fear of Police Covered park for homeless NS More highchairs at cafes NS Rubber seating NS Trees down the path way Something to do NS Chai time Yogurt land NS Update the bus signs (they have graffiti) NS		1
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More activities around the river- outdoor table		R
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		R



ITEM 2 - ATTACHMENT 3 RAYMOND TERRACE PUBLIC DOMAIN PLAN -COMMUNITY ENGAGEMENT PHASE 1.

Ferry with a floating restaurant	R
Boat/ferry rides on river	R
Covered children's play equipment	R
Artwork on river. Cafes	R
Ferry service/tourist from Newcastle to	
Raymond Terrace	R
Planting trees down central boulevard of	
Adelaide St.	AS
Continuation of Date Palms along middle of	
Port Stephens St	PSS
Redevelopment of Anzac Park- seating,	
weather shelters, etc.	AP
Housing on vacant land or Boomerang Park.	
Alternate shopping Kmart and Coles	vs
7 iterriate shopping famalt and coles	70
Love the facilities at Boomerang Park. Would	
like a walking track and café	BP

Appendix iv- Online Survey Questions

Question 1: Your name Question 2: Your gender

- Male
- Female
- Non-binary

Question 3: Your age

- Under 10
- 10-19 years
- 20-29 years
- 30-39 years
- 40-49 years
- 50-59 years
- 60-69 years 70-79 years
- 80 plus

Question 4: What suburb do you live in?

Question 5: Your email address

Question 6: If you had to describe Raymond Terrace to a friend who had never been here in 3 words of less, what would you say?

Question 7: I currently use Raymond Terrace for?

- Shopping
- Work
- Volunteering
- Meeting friends e.g. pubs, cafes, restaurants
- Dining out
- Hanging out
- Visiting the library
- Services and errands e.g. visiting post office, Centrelink, Council
- Attending events
- Exercise and leisure
- Other

Question 8: I would like Raymond Terrace to have more of? (select up to 3)

- Shopping experiences
- Exciting places to meet friends and hang out
- Easy to get around- space for prams, strollers, wheelchairs, walking frames, and children e.g. walking tracks, bike lanes, undercover awnings, wide footpaths
- Public facilities e.g. bubblers, public toilets, bus shelters



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- Things for kids to do e.g. water play, play spaces
- Green spaces e.g. street trees, community gardens, shady trees
- Rest spots e.g. places to sit and relax
- Dining and alfresco experiences
- Events e.g. outdoor cinemas, markets, street performances
- Exercise and leisure opportunities e.g. walking areas, parkour, fishing, outdoor yoga, cycle paths, dog walking areas
- Other

Question 9: How do you like to move around Raymond Terrace?

- Car
- Walking
- Bike/scooter
- Bus
- Other

Question 9.1: What would encourage you to ditch your car and use active or public transport around Raymond Terrace? E.g. walking, bike, scooter

Question 10: Considering the following statements, which do you think are the most important for a town centre?

- A safe place that is easy to get around
- Colourful, beautiful and clean spaces
- An exciting place where there are things to do, and business is good
- Good access to things like public toilets, bubblers, bins, footpaths and bus shelters
- Natural and green spaces e.g. street trees, shady trees, community gardens
- Being able to meet friends and family outside with good seating, and play, picnic and rest spots Question 11: Tell us your BIG or small idea for Raymond Terrace.

Appendix v- Online Survey Question 4 What suburb do you live in?

SUBURB	NO. OF RESPONSES
RAYMOND TERRACE, NSW	111
MEDOWIE, NSW	16
RAYMOND TERRACE EAST, NSW	16
KARUAH, NSW	7
TANILBA BAY, NSW	5
SEAHAM, NSW	4
WALLSEND, NSW	3
CORLETTE, NSW	3
EAST SEAHAM, NSW	3
ANNA BAY, NSW	3



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NELSON BAY, NSW	3
WHITEBRIDGE, NSW	2
EAST MAITLAND, NSW	2
CHARLESTOWN, NSW	2
MALLABULA, NSW	2
NELSONS PLAINS, NSW	2
MEREWETHER, NSW	2
MAYFIELD, NSW	2
BRANDY HILL, NSW	2
ELEEBANA, NSW	2
LEMON TREE PASSAGE, NSW	2
EAGLETON, NSW	2
MARTINS CREEK, NSW	1
ADAMSTOWN, NSW	1
LORN, NSW	1
GILLIESTON HEIGHTS, NSW	1
NORTH LAMBTON, NSW	1
BUDGEWOI, NSW	1
WESTBROOK, NSW	1
MILLERS FOREST, NSW	1
MORISSET, NSW	1
WARNERS BAY, NSW	1
THE JUNCTION, NSW	1
HAMILTON, NSW	1



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MARSHDALE, NSW	1
CLIFTLEIGH, NSW	1
NORTH ARM COVE, NSW	1
CARDIFF, NSW	1
LOCHINVAR, NSW	1
STROUD, NSW	1
DUNGOG, NSW	1
TEA GARDENS, NSW	1
FLETCHER, NSW	1
HINTON, NSW	1
SALAMANDER BAY, NSW	1
BUTTERWICK, NSW	1
SOLDIERS POINT, NSW	1
GLEN OAK, NSW	1
FERODALE, NSW	1
KOTARA, NSW	1
NEW LAMBTON, NSW	1
MONTEREY, NSW	1
CLARENCE TOWN, NSW	1
BOORAL, NSW	1
SALT ASH, NSW	1



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Appendix vi- Online Survey Question 6 - Verbatim Responses If you had to describe Raymond Terrace to a friend who had never been here in 3 words or less, what would you say?

great outdated useful small town, beautiful Nice spot; bit rough Convenient place to go shopping. Pretty good Central, busy, friendly. ??? A bit drab. Limited Not much here Rural - not gentrified Busy with limited variety Low socio-economic old/historic, by the river, relaxed Like going back in time to the late 90s Low socio-economic Tired, uninspiring Nice, quiet, haven History and Heritage Accessible, Beautiful and Sporting Old and rough



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Rural River Town Tired old country town Quiet country town Strong community spirit Small town feel, with the Main Street shopping district, convenient local shopping and close to regional services in Newcastle. It lots of potential to be a great town, with a beautiful river and great landscape, but it needs work! Nice small town, not a lot of shopping potential Surprisingly Beautiful River, growing, potential Quiet town A cute little town by the river with an undeservedly nasty reputation Well-loved but worn Quiet town Convenient, affordable and accessible dated regional hub Gateway to PS Historic, naturally pretty (river, jacarandas, parks), potential. Convenient with essentials Quaint riverside town junkies shit lovely river Nice country town Hunter central Convenient Historic



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Tired, Central, Friendly
River, shops, bogans
Basic convenient location
a diverse town
Central, junkies
It is an old town
Small, convenient, historical
Not too bad
Terrible roads.
Centrally located!
Pleasant, convenient located.
Central to everywhere
а
uneventful, close-knit
Relaxed, Family, Rough.
It was a lovely town 20-years ago, but nowadays it has been a bit left behind.
Small friendly community
Rough.
Quaint, easily accessible, run down
Amazing, but down spoken!
Useful, run down, a bit unsafe
a truck stop
Old, rough,



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Old-school yet pretty Opportunistic river town Family friendly town Convenient, friendly, relaxed Country Town Closest shopping centre River Parks Market place Relaxed, developing Rural, old, okay It has potential Family, developing, improvements Lots of trees Unfair reputation Riverside, sporting, community Small River Town Visit the river Fleeting Retirement village Average Low socio-economic Underrated Not THAT bad Small not a lot Small town



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Great location
Nothing to do
Dirty Potential Boring
Pretty Riverside Town
Simple Town
Friendly, developing,
Basics for shopping
It's a nice little town on the Hunter River. The riverside park is shady with toilet and barbecue facilities and swings for the children. The town has a great library, a few nice cafes and restaurants and 2 shopping plazas. Most services are available in and around the town, including Services N.S.W. Trees are needed for shade in main street and all car parks.
Country village
Bustling river-side township
Bit of a country town
Relaxing environment
Quite, difficult to park, no Coles.
affordable living
A nice place
Busy, riverside, central
Poor, forgotten, busy
It's a nice place to shop
Old, uncared for.
Jacarandas, petty crime
Quaint, overlooked, neglected
Nice but rough



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RAAF houso town
So much potential
Quaint, Outdated, Decent
Drive straight past
Nice and easy-going
1. Growing 2. Isolated 3. Tired
Tired, outdated, potential
Peaceful, quiet, spacious
Great place to live with friendly neighbourhood and great place to work
Quite, low key, but has everything you need.
Growing town
Semi-rural town
small but productive
Very confusing layout.
Friendly Place.
Nice area
Good for basic supermarket shopping.
Has potential, but sadly lacking in shopping and food.
I would still describe it as a 'little country town'.
No great shopping
Great place
North of Newcastle
Interesting. Mixed. River.



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Beautiful Country Town
Old and rundown
Quaint country town.
Close
Historical, small, riverport
Needs more parks
Quiet, lacking atmosphere
Quiet down market
quiet river town
Country Town
Fairly friendly place
River, small, home
shops, riverside, Boomerang park
Loads of potential
Riverside shopping precinct
RayTay, Ghetto, a growing fringing regional centre
Needs sprucing up
A great place
So much potential.
river, relaxed, scorned
Was once a lovely busy little town with lots of activity rotating around the Main Street, and has a lovely river and park.
It's got everything
1 Affordable housing 2 Busy town 3 most of what you need



Not the redzone
riverside country town
River, jacarandas, dry
Centre, River, Potential
The River's nice
Clean, houso's, River
Gateway, Hub, Growing
Historic, Country feel
run-down, small, stigma
It's a bit outdated and under resourced
Has the necessities.
Nice quiet town
Beautiful river
A town that has a lot of potential
Central hub for Port Stephens quiet and beautiful
Very neat town
Crap whole
Needs promoting.
Affordable easy lifestyle
Beautiful. Central. Safe
Rundown, derelict
Dull untidy unpleasant
A beautiful town with a lovely river bank and eclectic community



Community - all services
Semi-rural area
Socioeconomically disadvantaged, conservative & dull
Shopping centre only
Small town vibes
Lots of potential
Quiet, beautiful river, deer
Its growing but has good and bad points
Beautiful - friendly - convenient
Better without Lakeside.
Lovely, old charm
Friendly welcoming beautiful
Historical, potential, neglected.
On the river
Small town shopping
Dept of housing
Happy living here
Bit of everything
Riverside country town
Basic shopping precinct
Its affordable housing
Lost its heart
Progressive quiet historic



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Central Housing commission area Pretty, green, friendly split social classes A place that does not reach its potential. Small country town Historical, laidback, quite Simple Quite Home Poor, rundown, rural. Diverse. River. Mosquitoes Town on river riverside rural town Quaint Needs updating country town Quiet country living Riverside town Riverside town Affordable Country hub Not well planned. good in places Never mind what you've heard about the place, it's a great town to live in. Everything you need is here, lovely views, close to the river Roads and main street are keep very well Old school town



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Quiet country town

Makeover needed

Appendix vii- Online Survey Question 7 – 'Other' Responses I currently use Raymond Terrace for?

Fishing Medical for myself and family Home Living It's home, all of the above Happily residing Visiting family Living, dog walking Photography To live Fishing Visiting family and school friends Church Resident Sport events I live here Livina School for kids Netball Shopping, going to the movies I live here Sit by the river Llive here Medical

Appendix viii- Online Survey Question 8 'Other' Responses I would like Raymond Terrace to have more of?

Somewhere to play basketball (preferably in the shade)

Riverside cafes

Just... Beautify the area, make it a pleasure to go and feel like it is a really good suburb and not just a rough one!

Free parking for shop owners around between Aussie pizza and Newcastle perm bank area.

Contemporary 2020 living, Raymond terrace is one of the next inevitable locations of interest after the Newcastle property boom, you need to lay the foundations for a 10-20year plan or this community will suffer later. The potential is there, but how do you get the town alive and economically productive after 6pm That's your challenge into the future I believe.

Don't under any circumstances alienate any more of the park. It is the lungs and life blood of the town.

Less housing commission



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Higher socioeconomic population.

Revitalised and interesting Main Street which is bookended by Boomerang park and Riverside park, could be so inviting. No more separate shopping centres.

Convert the old water tank at boomerang park into a lookout on the top and small art gallery down stairs and make the river side areas more family useable down near Fitzgerald bridge it has a nice area for picnic and fishing but no bbq's that would allow families to use this area more like the riverside park. I think we need an annual billy cart race like the one held in Vacy area each year. I think we could do more to keep people in the area in New Year's Eve

Live band in riverside park and fireworks show on the river on a barge that would keep the money spent on the night in Raymond Terrace. More food festivals like the Maitland bitter and twisted one can be held at riverside park and finish the plans for a drag strip out of Raymond Terrace. Would bring money and local jobs to the area the bus stops need shelter as most don't and when it rains it horrible for kids and elderly bbq at the skate park and the big one. Get the flying foxes or bats relocated the stench in horrific and the health risks are very real and they need to be moved on

Less mozzies so we can actually go outside without covering ourselves with chemical My son is allergic and can't go outside

Not a good child hood

Proper riverside walk, facilities and larger recreation area.

I'd like to see the river used better, put a Waterpark in catering to all ages, safe access to the river for swimming, a netted off swimming area like at Karuah. Some paths, nice trees and places to sit and hang out, some cafes and places to eat. It's such an underutilized space, water from the river could be used and pumped back into the river so it's not getting wasted

Appendix ix- Online Survey Question 9.1 verbatim responses What would encourage you to ditch your car and use active or public transport around Raymond Terrace?

Better pathways and a lot more pathways,	often while walking around Raymond Terrace you
have to walk on the road due to the lack of	paths Available paths are wrecked and uneven

Footpath on Newline Road from Beaton avenue

Too far from Karuah

Better footpaths and cycle ways.

more cycle paths

Bike lanes

connected pathways so that you can walk safely

Having more than one reason for visiting at any one time

If parked at shopping centres, the distance to various services, roads/maritime/ Centrelink/ dentist etc. are too far for elderly to walk to. Convenient car parking is an ongoing issue.

Beautiful scenery and everything accessible

Better pathways (not uneven bricks)



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Nice walking tracks

More shaded walkways linking areas.

Better pathways that link the town to the surrounding areas

More pathways

I have some health issues and need to drive. My desire would be to change reverse angle parking to drive-in angle parking. Easy in, easy out, less congestion.

I don't feel safe walking around.

Bike/ scooter/ skateboard tracks. Less needles dropped by filthy junkies

William street as a mall.

The distance to the CBD limits the use of active transport.

Safer walking paths. Enclosed dog park

N/A

Walk and bike tracks away from roads, which lead to shops

More bike paths along river

More footpaths and improved/ well-maintained footpaths. Geer st in particular needs better footpaths.

I'd like to see a continual foot path to walk the pram and kids to ride their bikes along the river from the boat ramp under the bridge all the way up to the top end of Swan st

Nothing

More cycling paths from Riverview ridge into William Street Raymond Terrace and be able to ride into Newcastle.

Babies are hard to transport. When they get older we would use a bicycle. W

15min Raymond terrace loop service (Not gonna happen)

Wider pathways - Continue pathway from the bridge to kids play area

Better public transport. Maybe a free or \$2 bus that just does local area to the shops running at more times

Bus routes to Potter Lane

Better walking paths



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If I felt safe

Walking trails - excellent one in Boomerang Park now. My husband has mobility issues so need paths that present no challenges

Bike Paths

Walking Tracks

Light Rail /Tram Connecting with Local Villages (Seaham, Medowie, Karuah, Nelson Bay, Newcastle, Williamtown

Better public transportation

Increased public services, increased safety, more bus stops, shaded bus stops, easy to walk paths, safe push bike riding lanes, kids don't walk or ride to school due to safety concerns and no crossing at Irrawang HS, child killed last year on bike, safety lessons for children on walking and riding needed

More bike paths and get rid of the bats

As I live 20 km away I can't really ditch the car. But I do walk around if I need to visit different shops.

Not a chance

More regular bus services after 9-5 business hours.

Scooters are great but will get vandalised.

Get rid of junkies

If I felt safe walking or riding around

Better public transport with more services both numbers of services i.es buses etc more often and location. Walk wise better footpaths that are open not hidden like the footpath towards hunter river high

I love walking. More paths.

I already have to park far away for work as there are no all-day parking near my business

Nothing

Nothing. Might be impossible to get the groceries home

Nothing.

Easier parking

less anti-social behaviour

More inspiring spaces. Safer feel

ldk



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Bike paths

Walking tracks, not only through Boomerang Park but from street to street, joining areas together + good lighting on these. Dog poo bins. More tree/garden plantings to stop & enjoy.

Free bus, bike share

linking walking paths

Free bus for locals

If the Main Street was more inviting — e.g. more dining, street performers, arts and deco (think like Melbourne)

Better pathways to surrounding suburbs such as Eagleton, Seaham

I occasionally walk to the Shopping Centre or Men's Shed. I am too old for a bike. If I get to the stage of using a mobility scooter more shared pathways would be an advantage.

Firstly the bat colony would have to go, it's a stinky disease pit. Clean pathways not scattered with broken glass & rubbish.

Better public transport purposed for getting around Raymond Terrace.

Bike

Nothing it's not safe to walk around here

More paved walk ways

Better connected shared paths, e.g. Riverview Ridge to the CBD

more footpaths

I still have to drive to RT from home. I would walk around if better pathways and under cover.

Bus stops where you can sit. I can't stand for long periods but you have to go a way to find a bus stop with a shelter and seat. Not disability friendly at all.

More services- there is no way to get to Raymond Terrace from where I live other than driving. It would fantastic if there was especially for the elderly

If it was more safe with all the kids not at school and the drag addicts around

Foot paths / Cycle ways from Windsor St. to CBD.

More bike trails or wider paths

To feel safer. More lights. Less graffiti.

People actually following rules re dogs on leashes.

Footpaths free of glass



Footpaths
Decent reliable public transport
Activities/ shops to / events
If it felt safer to walk, I would. Too many scary drivers
Walking
Walking
Better paths and walk ways
Monorail? Or an array of carefully positioned cannons that could fire individuals into prepositioned nets in key area (e.g., Centrelink, Claire Castle, Bowlo, etc.)
A bike lane off the bottom of Beaton Ave and safely running parallel along Newline Rd. This would get my husband and myself back on our bikes to ride into the Terrace for shopping, pleasure and exercise.
Shopping more central
Nothing
I sometimes use the local bus service as well.
Better pathways
Less mozzies
Proper bike tracks through town
Better/more footpaths
Nothing as I have a disability and can't walk too far.
Once my car is parked in one of shopping car parks I walk. Keeping everything close would continue that.
Nothing. I have two very young children. Transport is not close to where I live or an easy option.
More cycle ways in town centre
Nothing.
More public facilities like parks/gardens



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Better connection of Riverview Ridge to CBD via Newline Rd.

A free bike with a basket and helmet and places to park it and chain it up!
I would catch the bus if it was convenient and I wasn't too lazy to look up the timetable. For all I know the current timetables great but I'm just too lazy to look it up. And because public transport advertising is not being blasted in my face I tend not to think of it

It would be good to have shade trees along the path from my home to the shopping centre as it becomes hot when walking. Trees beautify streets and this will make walking more pleasant. Seating in each street for pedestrians to have a rest on would make walking enjoyable too.

Safer riding paths/lanes, more of them or fixing roads to have space for riders, covered bus stops and more services, more kids would walk or ride to Irrawang High if it was safer to cross the road as currently there is nowhere safe to cross, traffic is chaotic and cars and buses from every direction, kids who live 20m down the street drive to school

Footpaths

Covered walkways between the two shopping centres

To many hills

Once parked in the town centre everything is within walking distance... only use car to get to and from home.

Too far from town to ditch the car with kids

Appendix x - Online Survey Question 11 Verbatim Responses Tell us your big or small idea for Raymond Terrace.

Improving riverfront to be more modern, fixing the old toilet block to be more modern, removal of old play equipment, fixing of the serpent or removal. Pathway replacement. River feels old due to a mix of old and modern.

N/A

Produce or night markets

Bike path to Karuah

Why two Woolworths and no Coles? Too much traffic along William St. More shade along William and Sturgeon Streets.

Shade sails over kids parks and better designed play equipment. Most steps or ladders have dangerous foot grips or rungs that are not designed for toddlers. Please install equipment with big, wide steps that are non-slip with adequate hand rails.

The main street, (William Street), needs to be reconstructed and modernized to look more appealing.

Bike paths connecting RT to other town e.g. Maitland, Newcastle

The historic street is a beautiful feature and should be made to be more prominent and enhanced. It would make an excellent location for cafes, boutique stores and a nice leafy park area.

Introduction to off-lead dog parks, walking tracks, green spaces through the main areas of town. More markets and stall to bring in more people. Complete revitalisation of the main centre to make it more welcoming

More restaurants/dinning that are not pubs



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- '- Street Tree's (protection from green canopy)
- Re-working existing connection corridors between William street, Glenelg Street and the fore shore (hunter street) (possible pedestrian only zones)

I would like to see the two Marketplaces connected via a permanent 'street market' type of set up. The in-between made up of exciting dining locations, specialty shops, and shady spots to sit, public drinking bubblers. This along with grass areas suitable for children and pets. The potential is already there near Aussie Pizza, it just needs to be revitalised. The main street needs fresh signage and more trees to provide shade.

connectivity, enhance the main street as there is zero character, activate the King St precinct

A destination people want to come to, not just because it's convenient but because it's a nice place
to be

Engaging the river frontage. Supporting the existing businesses, especially the small ones outside of the two main shopping centres. Making King St a desired tourist destination.

More indoor-outdoor retail, food or entertainment spaces, something like the Rooftop at Westfield Kotara

Raymond Terrace needs to make the most of the area along the river and the river itself that runs through the town as well utilise better by way of unique quaint shops, markets etc. (similar to what is in Morpeth) in King Street which has such a wonderful vibe. Raymond Terrace would have been a bustling town in days gone by. We need to get some of that "life" back into it.

Bring in the tourists. Upgrade the River frontage with wharf, boardwalk and cafe. Ferries to Morpeth on the river, morning tea/ lunch with historical presentation. King Street promotion as Heritage Precinct and re-establish the walking trail with historical markers with black etched pictures or photos.

Make it beautiful, more greenery around with kids activities

A consistency to the shop's street frontages - having different finishes (other than shop signage) reflects just how dated the main street is.

Street Trees, Street Trees - oh... and some shade :)

A focus on the riverside section with coffee shops and meeting areas. King Street to be developed similar to Morpeth so King Street becomes a destination. There is already a lovely chocolate shop there.

Lunchtime shady spots where people can relax

Reactivation of King St and Riverside Park

A green square or small central park in the Main Street with seating, play equipment, coffee truck, public art etc. Perhaps it could be located at the old men's shed building.

Have all the empty buildings filled with smart business opportunities to bring revenue back to Raymond terrace

I feel that in the wake of the weekends tragic events in Western Sydney were the 4 children were run over and killed on their bikes, That a walk/cycle path needs to be built quickly linking Beaton Avenue walk path along newline road. This road is extremely busy yet every day I see people riding bikes or walking/jogging along this road. I've nearly been hit myself. The waste trucks are too big and leave no room. The walk/cycle path along rive is fantastic, however needs to be completed to join up at aquatic centre to near Junction hotel.

I would love to see an annual event for the town (similar to Illuminate) that can gradually grow. I think the main street needs shaded areas to walk and seating to encourage people to use the space. The town needs a space for performances etc.

Branded outdoor dining furniture and A-frame signage for all businesses within the town centre



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Encourage shop top residential development, provides passive surveillance so improves safety, and provides a customer base for businesses and activity. Particularly for over 55s - makes so much more sense to have the oldies in the community integrated with all ages and where they can access services, social etc. needs on foot (rather than the isolated retirement villages we have so many of)

Increased main street activation and improved connections to King Street and the river.

Places to meet friend for dinner, lunch or breakfast. Take advantage of the beautiful river and King Street for dining experiences. The town has too many pubs, if you don't like pubs (not a family environment) there is really no place to dine out. Start building a good experience in Raymond Terrace by making William and King Street more inviting.

More cafes or restaurants near the river (King Street)

Additional green space and usable rest areas to prevent heat spots. Modernisation of the street façade without losing the original identity of its historical past.

Rooftop dining & hangout spaces on public buildings - like Market Town

Don't try and change RT or make it like anywhere else. Instead, leverage off what makes RT great-the history, the quirkiness, the young people, the river - and amplify. A cool town centre that attracts people is one that knows itself and celebrates its own individual identity. Also more events and things for young people because there's not much to do and transport sucks.

More larger running/ walking tracks that are pathed

Raymond terrace has a lot of local history, it would be great to see the town embrace its history and create spaces that incorporate a sense of identity.

Make better use of the riverside with cafes and better walking paths on the northern end. Boomerang Park also needs a kiosk/cafe. The town needs a quality shoe shop.

shoot all of the flying foxes and kick out all of the junkies

Complete the riverfront shared path and revamp the main street

I'd like to see more facilities and events in Boomerang and Riverside Parks. These could be drawcard areas for the town.

As mentioned, my biggest beef is the reverse angle parking. Most people get it wrong and need a couple of tries to park. If you have the opportunity when resurfacing William Street, change the parking to front-in angle parking. Easy in, easy out, less waiting and congestion.

Plant trees along the central median of Adelaide Street. The Street hasn't changed since it was a Highway 30 years ago. Also, connect the missing pedestrian pathways, especially along the River using concrete not sprayed asphalt so that it is usable and presents well. Looking forward to see what you come up with. Great work!

Better playgrounds. Boomerang park is severely lacking in facilities for young children.

Would like to see lakeside leisure centre have some growth such as added facilities like splash zone and bbq's as well as extended hours in summer holidays.

Improvements to all playgrounds in Raymond Terrace as well as shading

green spaces with info on native flora and fauna and promotion of native diversity

Get rid of the bats and junkies

I think it need more for kids and teenagers to do so they keep out of trouble (things that don't cost a fortune). Maybe a big park like speakers point park.

I think Raymond Terrace needs to enhance its history and also to create more green spaces for people, it would be great to have more playgrounds/areas for children to play in. Albury have a fantastic "Botanical Garden" area which has a play area combining veggie gardens, fairy gardens, bamboo forests and dinosaurs. The area is enclosed with pool fencing, meaning the children are safe and the parents can relax easier. Something like this that picnics could be had, children can play and parents can enjoy would be great.

It just seems tired, anything that will "liven" it up!

Shore front jetties with restaurants and boat harbour.



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Small Ideas

Night/Food Van Markets

Monthly music at the Rotunda- Riverside park

Local Produce Food & Artisan Market

Illuminate Festival or Annual cultural festival

Big Picture

A cultural centre! - Performing Arts/Gallery/artist hub

Improve the river side and its link to the CBD.

I would love to see the river area as a focus, it is so beautiful and has so much potential but the gap in the pathway makes in inaccessible to everyone

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A fenced in dog park would be a good addition, as well as more community events

I would have also liked to select 'green spaces/street trees'. I think that is something very important to the feel of a suburb and its main streets, it doesn't just feel like a ruff neighbourhood - we are definitely working class, but RT still gets described and thought of as a "hole" and can feel a bit rough. Make it look like a good suburb! and people will feel more inspired and like we're valuable people.

- '- Historical restaurant/cafe street/precinct in King St (ala Sydney The Rocks style) with additions of bookshops, little interesting knick-knack shops.
- More public toilets, bubblers, trees and picnic facilities in parks (Lakeside etc.)
- Redevelopment of The Marketplace to add shopping (Greenhill's style)
- Rehabilitate the wetlands area.
- Redevelopment of the old library site into something interesting.
- Tidy up of building facades.

Desperately need an enclosed dog park.

Multi-level parking for staff located near the big 5G tower/Aussie pizza area.

To have more cafes and kids friendly activities

I really think we should build up Raymond terrace as it is very down spoken. People think that it's really dodgy but actually where we live we have no problems and it's amazing! We love Raymond terrace, it's so convenient!!! I think Raymond Terrace should be decorated more, and that the Market Place shopping centre should be expanded into the massive grass area. More shops and more tourist attracting items!!

Outdoors meets indoor eatery, kids play spaces that are secure & clean. Interactive sensory play experiences but make the spaces large and relaxing and meandering to give people room to use it for many different purposes.

It is most important that these areas are kept clean at all times and safe and inviting for families.

Riverside park accessible for anything with wheels: wheelchairs, prams, young kids on roller skates, scooters etc. so that people of all ages can enjoy the space.

Shopping area make over

More greenery, more alfresco dining, better pathways :)

Food and wine festival in William street (blocked off)-check our Denman Food and Wine Festival

Create more parking - do NOT remove any parking from the main street. There is already pressure on street business for better parking solutions. If you remove any parking in William Street, council will destroy the business district and all the local family businesses that cannot afford the rent in the shopping centres. We need to promote Raymond Terrace as an area where people can do all they need, rather than travel to the bigger centres were parking is easy such as Kotara/Greenhill's etc. More effort needs to be done to help small business and shopping local, which will help Raymond Terrace to grow as a community. The flow on will create more jobs. DO NOT REMOVE PARKING IN WILLIAM STREET - PLEASE



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Sturgeon St, between Glenelg and Swan streets - for a street that is in the middle of the town almost, the road needs to be widened and resurfaced

Make use of the waterfront

Water park like Orion Springfield Lakes QLD

Trampoline centre, mini golf.

Revamp king St. and create a Morpeth like feel

More fenced off dog parks, more cafes towards the lake area, kid minding gyms, trampoline area for kids, more family events

Fix the old woollies roof

It makes me sad that Raymond Terrace has such a bad reputation. Local businesses are mostly family owned and it's a lovely community. Improvements could be made by installing a bike track from Newcastle to Raymond Terrace and even beyond (there are many cyclists in the Newcastle/Hunter region) and create a more cosmopolitan lifestyle with cafes, lovely trees/flowers in the Main Street and along the river, with monthly good quality markets. This will encourage a better clientele for such a lovely country community and will encourage home ownership and real estate investment

Using the River for events (again). Not necessarily on the water, events can be on or near the river. Things like water skiing. Or near the water would be things like pop up movies in the park.

I love where I live but I would like PCYC improvements.

The licensees dictate the patronage at your venues and eventually the ACDC cover band will draw no crowds. Then things will change regardless

Make Raymond Terrace a point of Tourism by re-vitalising the river front area. Cafes, restaurants, pathways

Raymond Terrace is incredibly affordable. Leverage cheap spaces/accommodation to nurture creatives, local talent. Facilitate greater community connection and empowerment through place making initiatives, giving locals the ownership and pride of urban and green public places.

Improved main street with strong pedestrian links to the entire CBD. Streetscape design that is consistent but not the same for different areas of the CBD. Strong focus on development of the foreshore and improved connection to the Main Street.

Green Waste Bins and recycle facilities

Better play areas and equipment for children of a variety of ages

More evening dining opportunities for families other than pubs

Would love to see a Kmart better variety of food more for kids a splash park area at boomerang park would be great . And a bus service that runs regularly for locals to the shops for a gold coin

Monthly main street markets with entertainment for children

Utilise the river bank similar to Christchurch NZ have food trucks entertainment on a Friday night make it a gathering spot that unites the community

Another shopping centre like was always on the cards. Nice garden seating areas. Make the town exciting, have more community events

Get new shopping centre with more dining Get rid of housing com

Get people living in the CBD. Fill the space above the shops with people to create a night time economy and a weekend economy. This will drive greater dining and entertainment and that will drive greater business activity across the board. Heatherbrae will stagnate or decline when it is bypassed so it essential that Raymond Terrace is poised to resume the position as the centre of commerce.

RIVER FRONT CAFES, RESTAURANTS & FUNCTION ROOMS WITH EASY PARKING OPTIONS FOR THE GREY NOMADS & FAMILIES.

Promote the sporting fields & facilities to attract feature tournaments that bring people to the town. Utilize the river more.



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A once a year event - like the illuminated one in Boomerang Park a few years back with lots of community input. Perhaps based around our beautiful river, or maybe two, one in our amazing Boomerang Park and one on the river. Lots of people miss the Twin Rivers Festival. Story telling in the park or on the river for the children monthly or even weekly. A Christmas event based around our magnificent Northfolk Pine Christmas tree with an activity each weekend that the tree is lit.

More activities- markets, outdoor cinema, music festivals, arts festivals, food festivals.

Fix up the Main Street, it's a disgrace with all the pot holes and uneven road surface

Better use of Riverside Park (via activities, regeneration of communal space, etc.). Improved commercial development opportunities along King street. Increase green spaces along streetscape and provide more structured communal spaces / integrated street frontages.

Raymond Terrace needs to get greener, hold sustainable living education events, fix up disadvantaged and poor areas, increase safety around schools so all can ride or walk, community gardens, street gardens and libraries, bring the community back together by getting back in touch with nature, focus on increasing the standard of living for all residents which will help also in lowering the crime rate which is rising

Have more outdoor activities for families to attend.

Shops for all, safety, easy to get around

More super markets

Keep the buildings off the green spaces and put more green in the concrete spaces.

Having activities in both boomerang park and riverside park will let people know what is available. Not sure if the toilets are going to be replaced at the boat ramp near Fitzgerald bridge, but they are needed. Seats (maybe a shaded table with seats at the Medowie end of the bike path from lakeside. Possibly a toilet too? Rest stops and seats along the dam wall on the bike path between lakeside and Medowie.

Develop the foreshore area more and integrate it with commercial precinct. Use the water frontage, rather than ignore it.

More shops

Fix William St. It is disgusting.

More trees in the main streets for shade in view of global warming and covered walkways for shelter from rain and sun. Encourage and support street art and busking.

As the administrative centre of the region, Raymond Terrace centre should be the showpiece however there appears to more attention paid to the Nelson Bay precinct. This is even reflected in the local newspaper articles. Have a look at Port Macquarie town centre for ideas. Move some of the heavier industrial facilities such as the concrete batching plant away from the centre of town and develop all vacant land unless it is made recreational area.

Less low socio economics. Raymond terrace is very rough and has a bad reputation for this Larger police presence

Continue PBL at all school and at Marketplace/skate park/buses. Close off street between best'n'less and Clair castle on a Sunday day time for food and market stalls once a month. Then move to twilight once a month on Sunday so people start feeling safer coming out in the evening.

For a small town, Raymond Terrace does have a large number of facilities and we are so lucky for that. It's just such a shame that they're overshadowed by the negative parts of the Terrace. I don't have a magic proposal that will fix Raymond Terrace. What Raymond Terrace needs is a better sense of community. We need to be able to feel a sense of pride in our town. Two major areas that Raymond Terrace could improve that would raise morale would be the cleanliness/aesthetics and the safety of our town. It's quite difficult to talk up your town when there's rubbish and graffiti on every comer and there are domestic disturbances on every third house down. I strongly believe if you can provide Raymond Terrace with an opportunity and a reason to change. It can happen. Thank you for reading.

Modernising, not sure how.



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Firstly need to get rid of all the potholes on all roads. My family and I would love more a lot more events. Lastly to have Kmart in Raymond Terrace.

- 1. The southern approach into town looks VERY tired and uninviting, and isn't a good advertisement for the town. Two very large, open and plain roundabouts could be turned into a welcoming focal point, a dirty-looking Windeyer Bridge could be cleaned/improved, new line-markings for Adelaide St, the kerbside (retaining) garden/s need some much-needed love, as they're overgrown, unkempt and atrocious-looking.
- 2. Hunter River Foreshore: What a wonderful asset we have, but more can be done. As a keen walker, I'd like to see a walking path installed/extended along the riverfront parallel with King St. What about more seating along this stretch, through to Fitzgerald Bridge to attract.t more picnickers & fishing
- 3. King St: A great historic street that could be a major drawcard for the town, if only it was given some love and attention. Council needs to offer something to attract businesses into the street.
 4. Boomerang Park: Congratulations to Council for adding some attractions to draw people into the park. However, I'd like to see walking path/s on/around outer edge of park, especially between William St & Glenelg St / & Glenelg St & Elizabeth Ave.

Close William Street to all traffic making it a mall. Plant shade trees and have areas where you can sit and enjoy the surroundings. Coffee shops/Cafes would have more room to expand outwards giving patrons more open space to enjoy...

I would love to see more family friendly events happening in Raymond Terrace. The re-opening of boomerang park a few years back seemed to be such a massive success. I have not seen anything like it since. That park should be utilised more for event. We also have such a beautiful river front and yet rarely is anything held there. An open cinema, music in the park with street food would be such a hit. Newcastle, Maitland and Lake Macquarie seem to always have family friendly event it's a shame we can't showcase our beautiful areas.

Kmart in Raymond Terrace

More paths, bubblers and public toilets to encourage walking with children and pets. More parks and free events

More parks and free events

for children to encourage family interactions

I think there is a lot of potential to use the river bank more, and expand the King St character, a bit more quirky would be good.

Utilisation of centre for more senior's accommodation. Some central buildings don't have to be located in the centre. (E.g. the old library, decrepit old single storey buildings.)

Community based events - even something smaller like food trucks visiting common space like they have throughput Maitland area on regular basis.

More outdoor spaces or activities for kids. Boomerang park is great but it is nowhere near the shops. An indoor or outdoor playground near the shops would be good.

Passing trade could be increased with a free camping option for thru travellers.

A safe place for everyone to get around.

Freshening it up and try and remove the bad reputation

We need to finally get the large shopping complex promised years ago. Yes there is a flooding problem to be overcome. Travelling to Maitland and Rutherford becomes expensive and time consuming. A large shopping complex with a variety of retailers will draw from far and wide.

We desperately need restaurants and more shopping facilities. You can't even buy a decent pair of shoes in Raymond Terrace now, nor many other things. You can't find a decent night-time restaurant either- except the Thai place in William street. The new eateries (when they eventually open) in Centro Plaza are hardly going to bring people to our area - just cheap take-away type food. For these things you need to go out of town and spend your money there. The new Cafe next to the Junction Inn (River House) is brilliant and we need more places like this that take advantage of the river and the scenery.



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I think our parks need a face-lift - they are both at opposite ends of the main street and neither are easy to get to if you are in the main street (for business or shopping). I would love to see them drawn into the main street more, while improving a busy business/shopping hub.

There could be 2 water parks be built, one at boomerang park and one at lakeside, WITH COVERS. The parks would be better off they were also more toddler friendly, how can a 2yr old climb to a slide ??? Silly..... kids want more things to do... I want more things to do with my kids instead of having to go to Speers Point park for the day... AND KMART FOR MUM'S

Shopping centres that don't leak every time it rains

Pedestrian only shopping district and a shopping centre like one in Greenhills would be ideal Honeysuckle vibes along the river. More natural spaces. More things for the younger adult age groups

more events at Riverside Park it is such a beautiful spot

Kmart target or similar on the old sports field

Signs directing visitors to all our old and historical sites/a town walk map showing the old stone houses.

Pictures showing interesting events e.g. 1955 flood and the level it rise to. These could be placed in the shop windows. More directional signs to find e.g. the library, our beautiful river park, the cinema.

Signs to the historical Sketchley Cottage and the Raymond terrace historical society (located at the end of the library), to encourage interesting people of history.

More green spaces in town, Bike paths, cultural attractions

Water park

Kmart

Toilets

I would love to see RT make great use of our river as Maitland has done. The parking in our main street is a pain, I avoid driving down there. Is it possible to have a mall with outdoor eating/sitting areas/live music/art & cultural displays/acts/exhibitions? Hold events such as Maitland does. I feel Boomerang Park & our beautiful area along the river are way underutilised. Sadly Sundays are dead in our town, can they not be turned into wonderful family friendly days? I do love driving down Port Stephens Street & seeing the trees & beautiful azaleas when in bloom (especially after being away for a period of time) this means home. RT may not be my choice of location to live but I find myself here through circumstance & it is home for the time being. Take huge advantage of our gorgeous Jacarandas:) I have no idea how to do any of these things that is why I guess we trust our people on Counci!!! When I have visitors from interstate or even another area of our state I sadly find our town lacking in wonderful places to eat with atmosphere (could the old library be turned into a restaurant/bar with a wonderful old worldly chamn??) In closing I would like to add that the restrictions on answering questions 8, 9 & 11 were very prohibitive. Here's to a beautiful, colourful. Cultural & atmospheric Raymond Terrace to rival Maitland's The Levee. Good luck:)

Native gardens and community gardens if no vandalism can be assured. A positive attitude expressed by residents in their care for community spaces.

To have a major park to rival Maitland and spears point park.

It would be nice to see Boomerang Park put to use for something like community gardens (fruits and vegetables)

Kmart!!!

The main street more mall like with more alfresco and dining areas. Better restaurants. Cleaner spaces, creative art deco. It needs modernising.

Continue pathways - link boomerang park to town and riverside

Better connection of the town to the river and some more public art to represent this river connection.

Need better food area and play area for kids

Roofing along the entire length of the main street to encourage a more street appeal for shopfront cafes and seating



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Decent level footpaths, more trees, presentable bus stops(especially shabby stop on Adelaide St. adjacent to Colonial Motel), better clean-up of nature strips(rubbish & grass, weeds etc.) Reseal William St. & reconstruct Sturgeon St. South. Move can recycling depot from Sturgeon St. to more suitable area (suggest old skate board site off Burke St. Overall clean-up of town. 'Enough for now.'

Extend the Marketplace Shopping Centre (at least double the size)
Upgrade William Street and convert it to an attractive tree lined street of specialist shops including food and coffee (Sturgeon Street to the river) and/or upgrade the historic King Street for this purpose

Having grown up in RT, I have seen the change in the once safe town grown into pockets of ghettos. My home town has so much potential. I would love to see Boomerang Park turned into a type of Botanic Gardens. The space is fantastic & this would realise its potential. Imagine walking trails, a kiosk, ponds, shelters, bbq's, and open spaces, an array of plant species, outdoor movies, an amphitheatre, and community gardens. The list goes on, and from my 30-odd yrs in horticulture, the mind boggles to its value to our great town.

Comfortable deep shade trees - right along the river, in town, on sports ground perimeters, Boomerang park. The heat from lack of shade & shade trees is unpleasant and deters people from being out & around town. There is only one tiny area in town that is pleasant to sit in summer. It's a fairly cheap improvement option.

Take a look at Kempsey riverside park - its densely planted shady trees make it a tourist and locals hang out spot.

The spotty shade provided by eucalyptus is too hot to sit under for 10 months of the year. I know that because I have lived here for 18 years.

Every year since these public submissions started the request for shade trees has been made - every year you ask us the same questions and get the same answers........

Maintain existing buildings, make the Terrace flow from Boomerang park through an attractive and busy Main Street filled with productive shops, and maybe bring back the heritage feel with matching verandas, flowing down to the beautiful riverside park space where more events should be held.

I think we need some sort of health program that people can access for a low price/ free of charge. We have lots of unfit/ unhealthy residents in both a mental and a physical sense and it would be good to have more accessible programs to support health and wellbeing. (E.g. cooking classes/ fitness classes/ walking groups/ book clubs/ dance/ Zumba etc.)

Look at Yeppoon's water park features and foreshore. We need to develop the river bank area so it's not a base for homeless people. It's a lovely area that is not promoted. Build a fabulous undercover play equipment park like Speers point by the river or tennis courts

Since moving here 15 months ago I'm finding it hard to get rid of out green waste since we don't have the 3 way bin system works well in the other councils n considering the cost to take to the tip no wonder people just dump it for nothing then u are left cleaning it up

I would like to see more cafes and the revitalization of heritage buildings. To make the town centre more "on trend"

I think the Heatherbrae by pass really needs to happen, that will connect the town better to Newcastle which will improve housing prices. We need to sell the community housing to families and first home buyers that will actually do something with them and improve the town's reputation. We have too much riff raff in the community. This town is the most populated in the Port Stephens area and is in half an hour radius to Newcastle, nelson bay and Maitland, it could be golden real estate if the town had a big face lift... All the Olympic housos from Sydney 2000 have really damaged this towns image, we need to flip this around by selling these community housing areas... higher real estate prices means people that work can only afford to live here. I wish I could have a conversation about these issues as our town has so much potential if it marketed right.



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- 1. More seats at interesting places. This could be a public art project.
- 2. "Yellow brick road" (or any other road surface/pain/art) to connect the 2 shopping centres

Connect Riverview Ridge to the CBD with a shared path. Make the main street one way towards the River and using the space create shaded outdoor seating, or busking spaces, outdoor dining and maybe string lighting in trees etc. during the night

Well I would sell off all the commission houses move the druggies and low life's out of the Terrace they really make the place look scummy

More development/ events at the park along hunter street/the river and boomerang park. Teddy Bears Picnics/ Markets/ Street Food events/ Card board box events (kids making forts/armour out of card board boxes which are then collected and recycled)/ set up a tarp or inflatable water slide on the hill at boomerang park in summer etc./ community fitness groups.

We often come across needles at the park along hunter street and the toilets are often littered with drug paraphernalia so we just don't go there with the kids anymore which is a shame because it's such a beautiful spot! The rotunda is lovely and the trees are beautiful. This area has a lot of potential if it were safer to utilise. (No fault of Councils workers, maybe just needs increased level of maintenance or police presence).

- * Refurb of the river front is urgently required. The amenities block at the river front would see families not use the area so it needs replacing. More seating in shaded areas.
- *Footpath Connection of Beaton Avenue to Soccer/cricket fields and the town is urgently required. Too many pedestrians including school kids are walking right on the road making their way home from the town /school or going into the town. It is dangerous. I won't allow my teenage son to walk into Town along there. It would be nice to allow families residing in River view safe walking and riding access to the town and river bank
- *Path from the riverfront to all be connected and extended to include joining to the cricket/soccer field carpark.
- *Safety Speed hump to be installed along Newline Rd approaching Beaton Avenue (from the dump) to slow dump trucks and other vehicles down. I have personally had to avoid trucks going too fast and coming onto the middle lane divider while waiting to turn into Beaton Avenue. The speed limit has been reduced but no one is abiding the rules. Aside from this, pedestrians are walking along the road with no footpath with traffic moving at 80km p/hr because nothing is in place to slow them down
- *Safety the road is in need of urgent repair at the intersection turning into Beaton Avenue off Newline Rd. Widening of the road and new paint work for those manoeuvring around those turning into Beaton.
- *Shopping need another rival to Woolworths. Coles would be fantastic to boost competition.
- *Newcastle Permanent Outdoor cinema would be great, combined with a street eats night.
- *

Add more spaces to sit and meet with people (i.e. have coffee, eat lunch etc.) along the main road

RT would become a trendy cultural hub with aesthetically pleasing streets lined with trees, environmentally conscious cafe's, shops and green spaces, with solar and green energy initiatives to reduce or stop emissions.

More trees, gardens and flowers to break up the concrete

We definitely need a Kmart and more variety of shops and a Time zone for family fun. These are the things we leave the Terrace for.

Also more good dr's prepared to bulk bill. It's also why I have to leave the area.

Transport to and from.

Feeling safe

During Summer there is no shade in any streets it gets unbearable hot or protection from the rain! Some shade would be an idea. And the green area behind the library could make a great area for covered seating and markets outdoor cinema and the like

More play areas for kids under 5. Safe and clean areas to explore



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We need a better selection of shopping there are no clothing stores only the larger outlets. Better parking and outdoor space

- 1. Get rid of one of the Woolworths we do not want or need two... we could do with a Coles and or Kmart
- 2. We need more things for our youth to do... there is nothing here for them that is safe... my kids can't go to the park in fear they will get bashed by the "cool" kids that do drugs and don't care.
- 3. We need more in general in this town... there is nothing for families to do... the movies and pool and bowling gets very old fast...

A Tourist information centre with Driver Reviver included and caravan parking closer to town.

New Year's even on the river using the park live band and fireworks family friendly event re purpose the water tank in The park put a lookout or observation deck on top to take in the nice view of the river and town , and add a few bbq to the skate park area. And bbqs down along the riverbank opposite Fitzgerald bridge it's a nice family area to fish and hang out but no bbq facilities with would draw more people to use and stay longer in the area , move Australia Day to the skate park area And close off Irrawang st use the road past the St. Bridget school as a downhill billy cart race area as other towns do a fun family event and more food oriented. Like the illumination festival , use the football field and grand stand for open air cinema a few times a year family movie

Would love to see the Marketplace expand into something bigger

Tidy up the streets. Put more pride in the town

More bright beautiful artwork. More greenery. Public toilets at parks

More events (not dodgy markets down the river) but actual events that draw people in. Look at Spring Awakening in Cessnock! Such a beautiful community event and they also do carols and other events.

Raymond terrace has a bad reputation. I have lived here for 16 years and have loved it. It is a beautiful place to live but small things could make a big difference. The number one thing is to clean up the glass all over footpaths and streets. It is the number one thing everyone talks about when visiting us and walking the streets

Make the main street a mall & develop more parking on the unused fields behind the council chambers

More police on foot and an operating ambulance service

street market every 1-2 weeks - food & local art/crafts

Remove smelly reverse angle parking due to odour and cannot eat / drink at cafes etc. Upgrade riverbank to prevent flooding

Upgrade shops

More retail and cafes in the area

Music in Riverside Park would be great with good publicity promoting it.

More kid's activities parks playgrounds or play centres. KMART

Big open area at Boomerang Park without isolated facilities scattered about it

Firstly, NEVER call it Ray Tay or Raymo! If you are born and bred here, it is The Terrace.

More playground and picnics areas in Boomerang Park.

Free bus service to the local pool in summer.

Bring back festivals such as Twin Rivers

Bring back community service groups planning Australia Day events, because let's face it, you guys (and those people you have hired) are pathetic when it comes to event planning for this area. Let the locals show you how it should be done



ITEM 2 - ATTACHMENT 3 RAYMOND TERRACE PUBLIC DOMAIN PLAN - COMMUNITY ENGAGEMENT PHASE 1.

Rezone areas east of Adelaide Street into Medowie, and the area south of Jacaranda Avenue into Heatherbrae.

I would like to see more done with King Street to give it a more Morpeth feel to encourage Sunday tourist. To come and enjoy our eateries.

Something more for the kids, indoor play centre especially one with kids parties would thrive as closest place for a kids parties is Williamtown McDonald's or green hills or the leisure centre but not all kids like bowling..

On separate note we desperately need a roundabout at Wahroonga and Adelaide street. Not being able to turn into Raymond terrace school car park means parents are doing U-turns in Wahroonga street every day which is so dangerous, not to mention going in or out of that street is a major hazard you cannot see what is coming due to the trees and as there is no parking there all the cars park along the left side of the street in front of the units so you can only fit one car at a time along the street. I've nearly been wipes out many times and seen a lot of close calls. So roundabout and put some parking spots across from the units in Wahroonga street on edge of park and stop people parking along that blind corner.

Clean up the riverbank and encourage business in the historical areas. Improve walking and riding tracks in this area.

Coles and toilets

Just keep it clean. The Main Street always looks like it could do with a good clean up.

New restaurants, outdoor dining

RAAF Williamtown has a very long standing relationship with R/T, and the RAAF turns 100 next year. I think a medium size bronze symbolic aircraft on a stand installed on the roundabout adjacent to Anzac park with appropriate plaque would be appreciated and admired my many local residents and visitors.

More uniformity in architecture, cleaner spaces, more community events

Main Street needs a good make over so the whole town is linked

More for kids to do

The bmx track at boomerang park should never been flattened

Transform the experience. Once a thriving main street shops that catered for business minded now shops cater only for the community is become through wear and tear and increased reliance on welfare. Create the jobs for the community in the community. Make it a place to be proud of again through community led transformation and the standards and tone on the town will lift again. It's been left to die as a town and that's reflective of its brand as a community. PSC is in its town centre and yet Nelson Bay and its surrounds is where you pour your money. Put the dollars into the river side community and dam side there's so much opportunity that council is blind too

Build more family interactive sites or activities

Raymond Terrace is a very central town, why not promote it as such? We are close to beaches, vineyards, Barrington Tops, we are surrounded by beautiful farmlands, we have heritage history, and we are also close to other heritage towns (Morpeth, Maitland, and Newcastle). We also have a rich indigenous history, many of whom are making names for themselves.

You need to populate all the vacant shops, even if it means lowering the rent, having all the shops full will bring the customers, more customers = more money for the town = more beautification, renovation etc. etc. which will attract more people, at the moment it's a bit of a dead elephant with graffiti over the vacant shopping centre & shops.

As for the proposed name, Ray Tay? Really? It sounds like some of the street kids named it, to me it's not a very mature name, why not just call it The Terrace, everyone will still recognise where it is, and a Terrace is nice, it conjures up thoughts of terrace houses, nothing wrong with that, but if you're considering Ray Tay you might as well call it Ramo, at least all the youth will bond with it!

More Community activities that brings the community together (like Australia Day) and has local products & businesses.



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Front yard pride has really gone downhill and makes the area look un inviting. A lot of roads need resurfacing. There are a lot of bored unsurprised children around that need somewhere to be entertained

Promotion of tourist/leisure facilities such as Riverside and Boomerang Park.

Seems to be a town with a lot of people in need i.e. housoes, drugoes, ex jailies that need to be cleaned up. I know they have to live somewhere, but it is not a good look for RT. Used to good with RAAF housing 40 years ago. Now it seems to be the above that is giving the place a bad reputation in the old defence housing areas.

More clothing shop for teens and young adults!!!! Jay jays, cotton on. There are so many shops for 50+ year olds. There isn't many places to go for dinner other then a pub and a Thai shop. I like idea of fixing the Main Street pot holes. And the water park for kids is great idea, singleton have done this

Not turning your parks in to housing developments.

Connection of Riverview Ridge to the CBD with pathway along Newline Rd.

Raymond terrace needs better use of the riverfront, better shopping and dining and more trees

Enhance the vista of William Street looking down from the intersection of Irrawang Street and William Street by creating uniform gardens and tree plantings on each side of Williams Street to the Hunter River. Each tree could be surrounded by a garden. This garden/tree theme will connect William Street to the River, the shopping centre, the churches, and the main entrance of Boomerang Park. The existing trees and gardens in William Street could be duplicated along east William Street where there are no gardens and trees at present. Thank you.

Kmart

A waterfront upmarket restaurant

Tidy up the lagoon where the bats hang out

Greener spaces, especially over large concrete spaces including car parks, community libraries and gardens, safer bike riding lanes and increased safety around schools so we have less cars on the roads, less pollution, and healthier communities overall. More activities for teenagers, they are getting into so much trouble, especially the poor families of the area, deaths, robberies and violence, this needs to be addressed at the community level and we need to come together as a community to solve this.

And the homes need to be fixed in the housing commission area, they are so run down, some living in squalor while a few 100 metres away peers are living in well maintained homes, this makes the inequality experienced every day for these people 10x worse, they are living in poverty, it is unfair and they need help and this is undoubtedly a contributing factor to the rise in violent and criminal behaviour in this area.

Food Markets in Boomerang Park, there is ample room to set it up. Outdoor cinema in Boomerang Park

Wider variety of shopping options

Light rail connecting Newcastle Airport, Kings Hill, Raymond Terrace & Wickham via Industrial Drive. RT as the regional interchange. Residential Units above, medical & coffee shops & eateries in the foyer & waiting areas. Across from or behind Police Station/Council

Somehow join the two centres and expand. We would have shoppers from foster all the way down. At the moment they go to Green Hills or Kotara. We are bypassed.

Kmart

Expansion of the market place or new development in vacant sports oval adjacent the council chambers, something on the scale of green hills or Kotara to service the greater port Stephens shire and to bring more business to the area.

Secondly, discourage welfare housing in the area as (not all) but the majority of these types of people are what gives our beautiful town a bad name...

If we had a Coles and Kmart it would be perfect

A beach on the river front

Close part of William Street around shops



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Coles would be great instead of 2 Woolworths, also a fruit or veg shop that actually has fresh produce unlike Woolworths.

Appendix xi- Online Mapping responses

VENUE	LOVE/IMPROV E	EXPLANATION
Library Lane, Raymond Terrace New South Wales 2324, Australia	Area I love	
24 William Street, Raymond Terrace New South Wales 2324, Australia	Area that needs love	No shade, bland dead space
13 Hunter Street, Raymond Terrace New South Wales 2324, Australia	Area I love	At sunset this place is amazing!
18a North Sturgeon Street, Raymond Terrace New South Wales 2324, Australia	Area that needs love	It feels like public space, but no one uses it and it is inhospitable. Maybe there is an opportunity for improvement or activation (local sports teams?), even if it is temporary.
1 Glenelg Street, Raymond Terrace New South Wales 2324, Australia	Area that needs love	Hate how it looks
3 Hunter Street, Millers Forest New South Wales 2324, Australia	Area I love	Best place to eat lunch in Raymond Теггасе
1 William Bailey Street, Raymond Terrace New South Wales 2324, Australia	Area that needs love	Needs rehabilitation
17 King Street, Raymond Terrace New South Wales 2324, Australia	Area that needs love	
22 Newline Road, Raymond Terrace New South Wales 2324, Australia	Area that needs love	
17a Irrawang Street, Raymond Terrace New South Wales 2324, Australia	Area that needs love	The playground is great but could add some water play here as well as more picnic spots plus an off lead dog park. A community garden would be amazing!



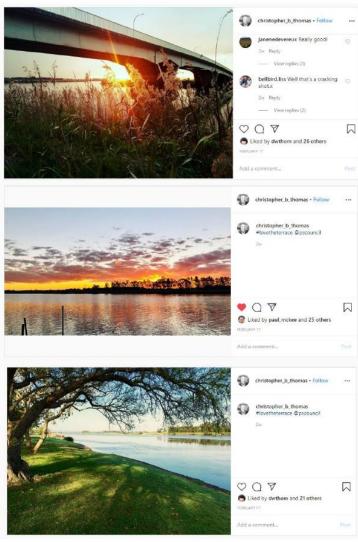
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17 King Street, Raymond Terrace New South Wales 2324, Australia	Area that needs love	
17 King Street, Raymond Terrace New South Wales 2324, Australia	Area that needs love	
17 King Street, Raymond Terrace New South Wales 2324, Australia	Area that needs love	
53 Elizabeth Avenue, Raymond Terrace New South Wales 2324, Australia	Area that needs love	No Cycle path from where the path ends. Very rough tar edges on Park side of Elizabeth Ave to first roundabout at Irrawang Street. Needs landscaping / more trees planted.
14a William Street, Raymond Terrace New South Wales 2324, Australia	Area that needs love	Delineate the difference between streets for people and roads for cars. Better urban outcomes would encourage people to walk and linger around town and for shops to open out into the public domain rather than reverse parked cars
5 Johnson Close, Raymond Terrace New South Wales 2324, Australia	Area that needs love	As a small town we are so lucky to have a cinema but Scotties could really use a facelift. The whole courtyard has so much potential and all it needs is a new coat of paint and some new stores. Some cafes and restaurants would fit in the area well.
2 The Close, Raymond Terrace New South Wales 2324, Australia	Area I love	Raymond Terrace needs an update badly, We need more like this cafe. It's clean, it's relevant and it provides a good service. It's good for families to get lunch that isn't fast food. Stores need to be held to a certain standard, especially eateries.
35 Sturgeon Street, Raymond Terrace New South Wales 2324, Australia	Area I love	Raymond Terrace has good transport and most of the bus stops are in great condition. Sturgeon street bus stop used to be dirty but I have noticed the effort to keep the area clean and I think that is just swell. The bins have aided the litter issue.
29 King Street, Raymond Terrace New South Wales 2324, Australia	Area that needs love	Unsure of what is happening with this building it is simply an eyesore. Restore it, revitalize it or remove it. This area is used as a dumping ground and there's sharp objects everywhere. It's dangerous. Historic King Street deserves better than this!



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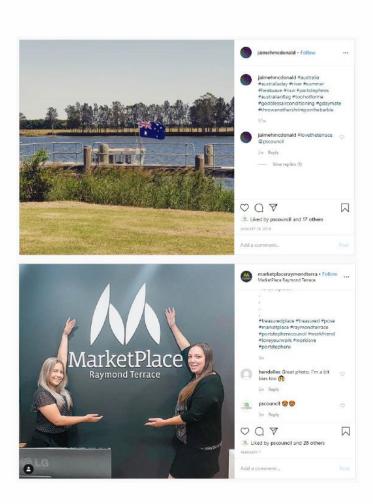
Appendix xii- Instagram Competition Image Library





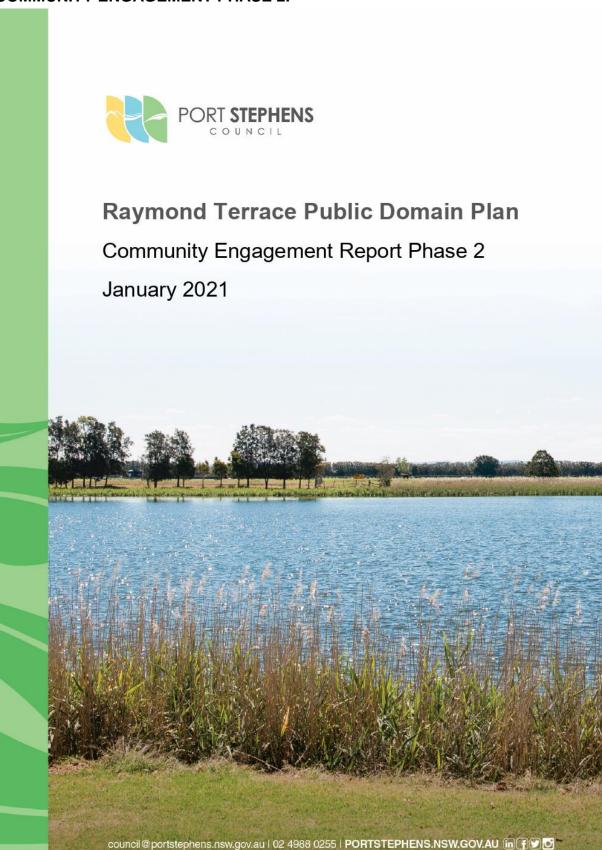
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Summary

Council consulted with community and key stakeholders in November and December 2020 on the draft Public Domain Plan (PDP) and Streetscape Design Guidelines for Raymond Terrace.

The purpose of the phase 2 engagement was to promote and seek feedback on the draft PDP, and to check-in with business and community to ensure the vision, key places, and design themes identified in the draft PDP were in keeping with community priorities and expectations identified during the first phase of engagement undertaken in early 2020.

Key findings of phase 2 include:

- The Riverside Park and foreshore area and William Street are identified by the community as the priority precincts for improvements.
- The top four features within the PDP that community believe will have the biggest impact to Raymond Terrace are:
 - new river terrace platform and elevated decks
 - more street trees, gardens, and tree planting
 - more and better public spaces
 - better linkages between spaces in the town
- Healthy and Safe Streets is the theme that community believe the PDP addresses the best, while Unique Experiences is the theme community believe is least addressed in Plan. Rather than an accurate analysis of the PDP, this may be a community sentiment of what is valued and needed in Raymond Terrace. This sentiment is in keeping with community conversations had throughout the engagement process- i.e. community being focused on community safety and wanting pedestrian friendly streets.
- Survey responses and discussions with respondents indicate that many respondents are excited to see 'something happening' in Raymond Terrace, and look forward to improvements to the overall look and feel of the CBD.
- A small number of concerns and negative comments were captured through the engagement process. Main concerns included a lack of priority for children's and family activities- no water play, no improvements to Riverside Park playground, and no additional playgrounds or play spaces (9 responses), and a lack of future action, or the Plan never coming to fruition. This latter concern will be initially addressed in 2021 through the planned William Street improvement works.

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Promotion

The engagement process was promoted through:

- 1233 ABC Newcastle radio interview with Cr Le Mottée 18 November 2020
- Social Media 7 posts during the engagement period across Instagram and Facebook; 20,761 impressions (broad awareness); 126 comments, 322 reactions, and 26 shares.
- Port Stephens Council Website and Have Your Say page
- Email to key stakeholder mailing lists (including the Raymond Terrace Implementation Panel, sports councils, volunteers, local community organisations and approximately 150 Raymond Terrace town centre businesses)
- · Have your say e-newsletter.

Engagement Activities

No.	Event	Venue	Date	No. engaged
1	Online Survey	Have your Say	11 November 2020-	132
		page	2 December 2020 (3	
			weeks)	
2	William St pop-up	William Street	18 November 2020	Approx. 80
	event			
3	Community and	Walking tour	25 November 2020	7
	business stakeholder	covering William		
	workshop	Street and Central		
		Plaza		
				TOTAL 219

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Findings

Event 1 - Online Survey

An online survey assisted respondents to provide feedback on the draft PDP and was open from 11 November to 2 December 2020.

A total of 132 responses were collected. Questions and response summaries are outlined below.

Q1: Which best describes your relationship to Raymond Terrace?

Relationship	No. of responses
I live here	90 (38%)
I shop here	71 (30%)
I work here	27 (11%)
I visit here	22 (9%)
I have investments here (e.g. property)	12 (5%)
Other	7 (3%)
I run/manage a business here	6 (3%)
I would like to move here	2 (1%)

Q2: Which part of the Plan will make the biggest difference to Raymond Terrace? (open question)

99 responses were captured. The top 4 responses are outlined below:

- Improvements to the Riverside precinct (36 responses)
- Improvements to William Street (22 responses)
- Improved look of town and town pride (13 responses)
- Greening- i.e. tree planting, gardens (12 responses)

"I already love Raymond Terrace- greening it up with trees is a beautiful look. Making Riverside park more people friendly than it already is a bonus. Lots of people use the park for bbqs, picnics, the playground, family gatherings, quiet time".

A full list of comments can be found in Appendix 1.

Q3: Three big moves are planned for Raymond Terrace- how effectively do you think the following three themes are addressed in the Plan?

 Healthy Streets (streets that priorities people and which are safe and comfortable)

Very effective	Neutral	Not effective	I don't know
77%	11%	9%	2%

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2. Lively Spaces (improved look and feel and creation of spaces for events, art and gathering)

Very effective	Neutral	Not effective	I don't know
74%	12%	11%	3%

3. Unique Experiences (creating a unique town centre, celebrating civic pride and acknowledging heritage)

Very effective	Neutral	Not effective	I don't know
66%	20%	12%	2%

Q4: There are five key spaces within the draft Public Domain Plan identified for improvement and enhancements. Which of the 5 spaces do you think will make the biggest impact to Raymond Terrace?

Key Space	Responses
River foreshore area	47% (85 responses)
(including Riverside	
Park foreshore area)	
William St	32% (59 responses)
Terrace Central area	12% (22 responses)
Adelaide St gateway	6% (11 responses)
Civic Space	5% (3 responses)

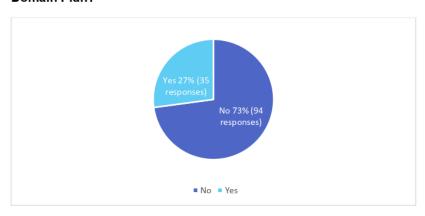
Q5: Which of the following features will make the biggest impact to Raymond Terrace? (respondents could choose up to 11 responses)

Feature	No. of responses
New river terrace platform and elevated	92
decks	
More street trees	84
More and better public spaces	84
Better linkages between spaces in the	81
town	
More shade	69
Improved and more pedestrian	67
pathways	
New cycles paths and improved safety	48
Improved entry points into town	46
(signage and art)	

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More interesting street furniture	41
Reconfigured parking	39
More public art	33
Other	24
(mainly suggestions made for features	
NOT mentioned in the draft PDP e.g.	
high rise living, boat ramp, splash park.	
See Appendix for a full list)	

Q6: Do you have any concerns about the draft Raymond Terrace Public Domain Plan?



From the 35 respondents with concerns, 34 respondents provided information about the nature of their concern as follows:

- Not enough things for children/families/youth to do e.g. no water play (9 comments)
- Negative sentiment e.g. plan will never happen (8 comments)
- Not enough tree planting and the wrong types of tree species (5 responses)

"It's boring. Nothing fun for kids along the river and the trees are boring. We want cool areas for our kids - shade, water park, flying foxes, fun and interesting".

A full list of comments can be found in Appendix 1.

Q7: Further comments:

48 survey respondents left additional comments regarding the PDP. The main themes are highlighted below.

- Greening of the town centre- more tree planting wanted and different tree species (6 responses)
- Improved look and feel of town to improve town pride (5 responses)
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"We need some attractive flowering low growing plants as well - in keeping with country/rural aspect. The plant selection would be suitable up at the bay but not down in The Terrace".

"Overall I think with better parking throughout town, safer walkways and beautiful streets for us locals and some beautiful/artistic signage for the vistitors, the draft is on the right track. I'm excited to see this beautiful town evolve into it's full potential. Thank you for addressing this overdue plan for Raymond Terrace".

A full list of comments can be found in Appendix 1.

Q8: How did you hear about the draft Raymond Terrace PDP?

Communication Method	No. of
	responses
Facebook/Instagram	85
Direct email	35
Street promotion	6
Word of mouth	6
Engagement HQ newsletter	5

Event 2 - William St pop-up

A temporary outdoor stall was set-up on William Street on Wednesday 18 November 2020. This featured three of the PDP artist impressions and passersby were invited to view the impressions, the draft PDP, and respond to the features that would make the biggest impact to the town centre. Respondents could place three dots on the 11 listed themes, or add their own theme.

A total of 46 votes were collected and collated into Q5 of the online survey- see table above.

Event 3 Workshop and Town Walk

Community leaders and businesses who participated in a stakeholder workshop and street audit for the Raymond Terrace PDP in February 2020 were invited back to view the draft PDP and provide feedback and comment. The workshop included a presentatiton of the key places and design themes contained in the draft PDP, and a walking tour of William Street and Terrace Central. At the end of the workshop, participants were asked what excited them about the plans, and if they had any concerns

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Participants expressed general support for the intent of the PDP to give more priority to pedestrians over cars and to create attractive and safe places for people to move, linger, and gather. More green places and tree planting to create more shade was also appreciated.

Some concerns were raised about certain areas not being included as a key area and the financial capacity to implement the PDP. In addition, the possible effects of a reduction in parking spaces and future engagement with town centre businesses will require attention.

A full list of comments can be found in Appendix 2.



Stakeholder worksop and town walk

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Appendix 1

ONLINE SURVEY - VERBATIM RESPONSES

Q2 Which part of the Plan will make the biggest difference to Raymond Terrace? (open question)

No.	Which part of the Plan will make the biggest difference to Raymond Terrace?
1	Open landscaped areas in CBD
2	William St improvement and safe streets
3	I love the fresh look on the waterfront, it looks clean and modern and in line with other waterfront suburbs, I'm not sure about the blue things, I think it's a waste of money, it would be better with tables and chairs and a bit of a garden, even with some herbs in which will also benefit the community. One thing I've noticed anywhere is a lack of covered seating areas, people need to sit and rest, have a coffee or some lunch then they can continue shopping, rather than quickly doing what they need to and getting home because they are tired.
4	All very important, and all well overdue, but William St is an absolute disgrace.
5	Links to the 5 areas.
6	New cycle paths
7	The main street upgrade and also the river, if you have a nice looking town, nice people want to live here.
8	I already love Raymond Terrace- greening it up with trees is a beautiful look. Making Riverside park more people friendly than it already is is a bonus. Lots of people use the park for bbqs, picnics, the playground, family gatherings, quiet time.
9	Making streets safer and more comfortable for pedestrians
10	Safe town good shopping and eating
11	Green spaces, place activation, connecting river, Main Street and park
12	William St improvement

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13	Anything on the river 0 we're a rivertown of historical significance
14	Riverside
15	Activation of the 'internalised' areas, currently vast hard paved areas with no address to the public domain. Greening of the excessive hard paved and unshaded areas will vastly improve the street experience, and allow the small shops to gain better foot traffic, hopefully taking people out of the air-conditioned food courts in summer.
16	Enhancement of river walkway area - will attract visitors, change the feel of the town.
17	The opportunities for social connectivity and social activities along the River which is a great asset.
18	Riverside Park environs enhancement
19	The aesthetic changes; gardens, art/sculptures, trees, seating areas.
20	I think being able to turn Raymond Terrace into a beautiful lively space will improve the wellbeing and community vibe for all residents of Port Stephens. I also think it has the potential to be a place that travellers can stop into and promote the local economy rather than avoid.
21	Improvements to the main street
22	Public spaces amenity - walking, BBQs, play areas and public toilets.
23	Healthy Streets
24	Riverside
25	Overall a very good plan,but any section implemented would be a long awaited improvement.
26	River for shore upgrade
27	Better walkways and access fir pedestrians
28	The civic plaza behind William St, upgrades to William St and upgrades to the riverbank.

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29	The river
30	The main street looking nice is the main thing, but the connection between the river and boomerang park is also important. More public gatherings in these two areas would also be greatly.
31	We need a coles, a Kmart, take out the pedestrian crossing in the Main Street. Variety of stores and more cafes - I rarely shop here unless I'm going to woollies or Aldi as there are no clothing shops and the only decent cafe is red eye. Make the Main Street into a mall with street seating and join it to the river and park.
32	More "greenery". It is a beautiful nature town but the main street is very brick and building. The new plan looks more natural flowing.
	I haven't seen the plan but any upgrades will make the town a better place to live and visit
33	At the moment there isn't much in Raymond terrace to see, do or relax at you have to go out of the terrace for things to see or do
34	Change of William Street.
35	A Kmart would make more people shop in area bringing more jobs
36	all looks good but there is not enouh car parks as it is you are taking more away
37	Streetscape
38	I'll be honest, I haven't read the plan
39	I think having a community plaza area would make the most difference if done successfully, but I think improving the pedestrian accessibility from William Street to the river and across Adelaide St would make a huge impact no matter what
40	Lively spaces
41	Main street and river upgrades
42	Health streets and lively spaces - William street and foreshore

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The new looking town centre and river walk will make it look nicer and less grungy The river/foreshore development would be great! It is an underrated area calling out for a bike/footpath. Just don't put those ugly poles in the middle of it. Not practical for dog walking and it looks silly. William street, riverside park Creating a better look and feel for Raymond Terrace The river foreshore Williams Street The Gateway changes, especially with the tree plantings. It will create a very welcoming feel, along with more amenities on the River front. Good road, and good, free parking. Places where poeple can have go out out for dinner and abit more things to do at night time. Making a pedestrian mall More modern look to Raymond Terrace Has a lot of potential with the river and that space could be set up a lot better like other suburbs and cities with more recreational space The street scape and river walk People friendly Area Having beautiful places where you can sit n have a coffee with friends near the water Much needed trees also the riverfront would b awesome William Street Upgrade Central Plaza Carpark refurbment Make it more appealing to visit	43	The River foreshore development.
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58 Central Plaza Carpark refurbment	57	Much needed trees also the riverfront would b awesome
59 Make it more appealing to visit	58	
	59	Make it more appealing to visit

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60	All of it.
61	Make it a place to be proud of. Make people want to visit here.
62	Lively places - to draw people in
63	Make this run down town look better
64	Main Street
65	Healthy Streets. It's extremely important for there to be safe walkways, lighting, paths, kerbs, roads, car parks for the people of Raymond Terrace, so they feel safe at all times of the day.
66	Riverside area upgrade
67	What people think about the place
68	Revitalising the foreshore.
69	Unique experiences
70	The upgrade of the Main Street and the entrance to the shopping centre along Adelaide Street
71	All of it is great, it what about an expansion of a shopping centre
72	Street greenery and parking on William Street
73	All
74	I think everything presented will have a huge impact, especially the foreshore work to promote "our" river, as well as plans for the Adelaide St "Gateway" as it will effectively welcome people to our town and the promise of everything its got to offer
75	The recreational aspect and the streetscape of William St
76	The improvements to William St and along the riverfront.
77	All of it. Raymond Terrace needs a facelift and upgrade to all its services. I have been looking into moving out of the area because it is stagnant.

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78	Improvements to William Street.
79	the visual aspect will make it more inviting however for me and my family better roads and parking
80	Board walk along river front
81	River front public space development and pathway
82	River path
83	River
84	Path along river all the way to bridge
85	A path to walk along the river - at the moment I have to walk along a bumpy sort path with the pram and it's dangerous and not very safe
86	River stuff
87	River path improvements
88	Street planting
89	Pathway along river
90	Street trees
91	Riverpath
92	William Street gentrification and increased connection to the river/waterfront
93	The whole lot but having it as a 20year plan is ridiculous, by the time it gets built the towns needs will be different
94	Making the centre for Raymond Terrace more welcoming and taking in the beautiful river with more accessible walking areas.
95	None because its not what the town needs.
96	Improved shopping in cbd King st and foreshore river front.

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97	Spaces that will shape the culture.
98	The revitalisation of the shopping precinct.
99	Additional tree coverage and pathways

Q5 Which of the following features will make the biggest impact to Raymond Terrace?

Responses to Other:

No.	Other response
1	Boat ramp, Jetties required, move ramp upstream in Williams River; access from
	Newline road into King Park.
2	Reconstructing William Street
3	Acknowledge and showcase the incredible heritage and character buildings that exsit in the town. This includes anything built before the 1970s including the Clare Castle pub (with later finishes and additions removed), all of the buildings around the intersection of Williams and Port Stephens Street. Also, why isn't King Street acknowledged and included in the plan? There is very little of cultural or architectural significance in the city blocks around the twin woolworths. Culture, character and heritage are missing from the public domain analysis. Include the existing highly significant trees on the masterplan (King Street figs). These need to be acknowledged and protected.
4	We need more after hours food and open eating spaces. This town rolls up the sidewalks.
5	Put more shops on park behind library like Kmart and shops that are associated with them
6	Formal garden areas, near the town centre, or William Street entrance that are not subject to flooding that includes grassed areas (rather than more hot paved areas), flowering plants, shade trees, public art and provided with passive seating to create a sense of arrival and civic pride. There is little to attract a passerby to stop while driving through Adelaide Street at present. Pedestrians should have some areas that they can safely escape traffic and sit and rest. Vehicle movement, parking and commercial development of available land should take a lower priority to make the place nicer to visit and live.
7	more high rise living above shopping centres
8	Native tree; Introduction of newer shops; Comfort feel to the town
9	Improved and more pedestrian pathways, Join up the cycle/walkways which have been unfinished for years.
10	Due to a Raymond Terrace expanding in housing More variety of shops or even a bigger shopping centre such as the one at Green Hills would benefit the town

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11	Restaurants that do all of the above
12	Water play on river front near bridge
13	A water slide and water bucket
14	A water park near bridge with good rides etc for kids like out at Speer point
15	More and bigger parks and play equipment and skate parks for kids a youth
	hang out / drop in center.
16	Interactive Water play along riverfront - Spring/Summer Interactive light play
	along riverfront- Autumn/Winter

Q6 What are your concerns?

No.	What are your concerns?
1	Links to boomerang park are critical. Involvement with boomerang parks ditto- it should be one of the focus areas.
2	Where are the service vehicles supposed to go? For instance a loading zone that currently can accommodate 2 trucks is eliminated next to Terrace Central.
3	I've lived in the area for over 30 years coming from Sydney Over the years there have been attempts to beautify the area but unfortunately they have failed I think there is an element of society that don't care what their environs are It would be wonderful to see a successful plan instigated Good luck.
4	See comments above. Also, there is little detail on the proposed landscaping apart from addressing urban heat. Canopy cover to mitigate UHI requires large leaved trees, however the landscaping should include native, endemic plant species. Consider consultation with local experts, such as the Hunter Valley branch of the Society for Growing Australian Plants (SGAP), who have a wealth of knowledge. King Street and Jacaranda Avenue are already significant streets, and contribute greatly to the positive landscape character of Raymond Terrace. These should not be left out of the masterplan. How can they be improved? How can the health of the Jacarandas be improved?
5	The existing car park adjacent to Lifeline and the YMCA is an eyesore and it is on Adelaide Street - the 'gateway'. If this was turned into a park in the centre of town it would be a nice spot for passive recreation; somewhere for visitors and office workers to have lunch and enjoy the fresh air, etc.

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6	That it won't happen quick enough and the money will be wasted on things not needed
7	Can't take my dog anywhere like the river frontage if heaps of people are visiting there. Make it dog friendly. In Europe people take their dogs to cafes and other outdoor events.
8	will make less parking i am a career its hard enough to get a close park
9	The poles in the middle of the path in the river photo are not practical for dog walkers or bike riders. They also look silly. The terrace doesn't need pretentious street art, just make the space functional.
10	It doesn't seem to take the road infrastructure seriously - that is the part that needs fixing, first and foremost.
11	Need more parking
12	That it won't happen and is just another plan to gather dust in Council archives.
13	I think there is a missed opportunity if a walkway linking the riverside park and exisiting walkway up to the bridge is not addressed. Park run uses this route as do many other walkers and at present we just use the dirt/grass area. I also couldn't see (although it may already be addressed) a new and improved kids park/facilities at Riverside/Foreshore park Specifically, Boomerang park is great for older kids and pre teens but there is no toddler friendly park equiptment and the existing play equiptment at Riverside is very small and lacluster and the whole area needs beautifying to match the view!. I do the social media for the Riverhouse Cafe and we found that we got a LOT of travellers passing through during the holidays and the two main things that brought people in off the highway was "the river/park for the kids" and "this cafe" - the customers told me. If the Riverside park can be expanded and improved, the parents of Raymond Terrace (and beyond!) will be sooo happy! Finally some good coffee in town and a great park - what more could you want!
14	It's not clear on where the Adelaide St Gateway starts/ends?? The map only shows it starting at (approx) Warringhi St (cross St), but the document mentions the whole of Adelaide St. I would hope the Gateway starts from the Windeyer Bridge as you enter R/Tce
15	Reduced high street parking may lead to more traffic congestion as people will just keep driving around the block until a preferred space becomes available in William St. Also, as happened in downtown Newcastle and Maitland, a reduction in on-

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	street parking has an equal effect of reducing high street commercial activity. It has the effect of pushing people off the high street and into the shopping malls.
16	I'm concerned that it will take council 20 years to implement. Surely it can be done quicker.
17	There is not enough being achieved over a twenty year plan.
18	Public feedback gave water play as a feature most would like to see but not done.
19	No water play- doesn't have to be huge - but needs to be there - the bridge is home to bull shark breeding - dangerous to swim. RT is low socio economic and has NO MAJOR ATTRACTION other than it's history and river. Spend a few dollars on something fun and free for children Waterplay - even little sprays of water!! Start spending rate money in the terrace and stop spending it all along the coastal areasenough crap and give the terrace something good look at Speers Point Park,,, they've made something that people flock to very similar situation could be done to the terrace- so much parking around the bridge and potential. Give something descent and fun. Not some boring crappy concrete park packed with evergreen trees where more women can be followed and assaulted behind
20	Ignored requested for interesting free play for children and parents - and tourists - interactive water park - installation - flying foxes that sort of thi g. The terrace is dead for kids - give em something to enjoy and help out the constituents for a change instead of spending g big bucks in the Sydney crowds at the Bay.
21	It's boring. Nothing fun for kids along the river and the trees are boring. We want cool areas for our kids - shade, water park, flying foxes, fun and interesting.
22	Not as exciting as would have liked to see. Raymond Terrace needs some freebies - Like speers point park to get people in and keep it fun.
23	There are dangerous people that are on the path around the bridge. I feel scared with all the trees around and have been followed. My daughters aren't allowed to walk by themselves as they always get followed as well. Can we please have a pretty place for families to gather that is safe around there? It's very cool near the water and good to walk along but too dangerous.

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24	Not interesting for families along river where it's pretty and much cooler Unsafe along river still Not enough fun things for kids and their parents and visitors to the town
25	The changes don't offer much to Raymond Terrace community. We want to see our river as the main focus but the plan doesn't offer a good variety of public things to do. We can't swim in the river so it would be great to see some space along the river, possibly near the bridge, used as a draw card for public space. Some great deciduous trees, nice plants, seats, a good light display on the underside of the bridge for night time and coloured light displays on the pathway at night, some little water interactive things for kids during the day as country suburbs can be hot and boring - and the people here don't have much money, and tourists might like it more. Something different that makes it special.
26	The gum trees proposed are unsafe. As a keen gardener I'm very interested in the lovely Jacarandas in Raymond Terrace and often admire them on my way to work. It would be great to see more planted so the suburb is more cohesive in its appearance with street plantings.
27	Not much to keep kids busy
	Gum trees are dangerous
28	Need deciduous trees for shade and safety
29	Plant lists inappropriate and out of touch with history of the place. No jacarandas or poplars added. Not many historically significant species. Would be great to see more flowers as a rural historical town dating back to Georgian era in those times plantings made a statement. Raymond Terrace was very significant as can be seen by the avenues of jacarandas and poplars. How about continuing the rural feel of statement plantings rather than very non descriptive. Gums are not appropriate as unsafe but tuckeroos are awesome, glad to see them in the list. Magnolias would be good. Old oak species. Figs are too dark and don't let enough light in during winter time. The old pines and palms are also inappropriate- no shade and impractical.
30	'- Need an upgraded, safer and centralised public transport interchange hub - Consideration needs to be given to improving habitat for the Flying Fox population in Ross Wallbridge Park and also improving amenity for park users. Its a bit of an eyesore, but used by so many people to travel from residential areas to town services/ it could be a potential ecotourism space if we could promote the bats there and also improve water public space usability.

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31	That it's going to take 20 years to be built and really all that's proposed is some trees in William St and less parking and trees and reducing to a single lane in Adelaide st, which will only work if the by pass has been put in otherwise its just going to make traffic worse. And whats the point of the unless art proposed across from the junction, how about making a tidal pool like at karuah and putting in a path to the bridge. Raymond terrace is either hot or flooding so build to accommodate those needs	
32	That this will never happen. Council will waste the funds that have been allocated.	
33	The money could be spent upgrading the shopping center to make it bigger or a youth hang out drop in center	
34	I would like to have seen Boomerang Park incorporated/linked. More footpaths are cycleways around the park instead of just through it. This would link the riverbank and William street to the park, instead your plan stops short of the park which seems a shame given the money and resources that have recently been directed into the park.	

Q7 Further comments

No.	Any further comments			
1	A lot of money has been spent in Nelson Bay and nothing in RT. I feel we live in a second class town			
2	civic space does not exist it is a Carpark. The town does not integrate well because of years of poor planning. Everything turns its back on everything else- it has footpaths which we do not but there is no flow.			
3	Need to clean up some of the streets in the town, some of them look like the Bronx			
4	I would like to see the town's heritage showcased.			
5	It's not only Raymond Terrace that needs improvement. The first step would be to maintain the streetscapes verges etc mowing planting would make a big difference.			

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6	Public Art is mentioned many times, and is accompanied by images of token public art which says nothing about place. This is an opportunity to create a meaningful piece which is tied to place through connections to country, people, history, landscape, the river etc. Have a look at Jennifer Turpin and Michaelie Crawford's Tied to Tide artwork here: https://turpincrawfordstudio.com.au/work/tied-to-tide. Perhaps spend the entire budget in one place, rather than spreading it thinly over a number of locations.			
7	It all looks exciting and a welcome change to bring the Terrace into the 21 century.			
8	If cars use william street put pedestrian traffic lights, build an all abilities fenced park at finnan park, or the riverside.			
9	Overall a very good & ambitious plan.I only hope that I live long enough to witness a big majority of it(now 87).			
10	Fantastic concepts!			
11	You need to provide a covered connection between the two shopping centers to encourage shoppers to move between the two. Lots more shade and resurfacing the council carpark would help.			
12	Its about time			
13	I love this town but it needs a refresh!			
14	The town desperately needs an overhaul more variety in the shopping centres and Main Street are needed parks need upgrading more things for older kids for leisure are needed			
15	I want after hours food options. This town has crappy food. There should be decent cafes, Gelaterias, a good continental bakery that is open early in the morning for fresh rolls and croissants, not run by Asian people or an overpriced chain like Bakers Delight, pies/sausages, pizzerias, sit down spaces. Make William Street pedestrian zone only! NO cars with exhaust fumes. Make William Street a street with decent shops and cafes that invite social gatherings. Where are the postcards one can send from Raymond Terrace? This town consists of hairdressers, lawyers and job centres!			
16	Don't like the sound of changing reverse parking on William St - worse to have people reversing out into main street traffic			
17	I've had my say and now should probably should read the plan			

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18	I am really excited to see these plans! They'll give some much needed improvements		
19	The River foreshore improvement is fantastic but missing a long boardwalk through wetland areas for birdwatching and wildlife experiences. A wide, multi use path that accommodates walkers, cyclists, roams, joggers, wheelchairs like the foreshore areas in Sydney would mage this place so outstanding. I moved here because of the river, the wetlands and Boomerang Park.		
20	Make the entry appealing, as you drive in to the town you can see the back of parkway avenue which is covered in graffiti so its a bad first impression		
21	Please don't make this a 20 year plan. Invest in the area now and make it happen!!		
22	The parkway where the bats are is such a beautiful area. It needs to be cleaned up for everyone to access and enjoy!		
23	Seems like a great plan		
24	Introduction of Australian culture and reflected in Raymond terrace. Kind of like Maitland		
25	Can we had a splash park for the kids near the foreshore		
26	Plant trees along Adelaide St Repair Sturgeon Stit is one of the oldest street in RT at has been a discrace for many years.		
27	Existing cycle/walkways need joining upthey have been unfinished for years.		
28	Why can't we have presentation by the consultants who put it together and what was their brief.		
	I think the ideas produced are a great start, here are some more; * There definitely needs to be more art (both 3D & 2D, around streets, parks and on side of buildings and alley ways - King St would look really great with some artwork). * More lighting in carparks / quiet streets around Raymond Terrace, as when you return to your car late evening/night time you feel very unsafe, as their is barely any light sources. * Where you will be planting trees in main streets - Decorate them with solar fairy		
29	lights, so it is visually appealing at night, and people can enjoy the atmosphere all		

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	year round. * Please fix the car park in Terrace Central. It urgently needs new tar, as it is horrible to drive on, the lines are not visible, there is no lighting, and there is no shade at all - Shade clothes and trees desperately need to be placed there.	
30	Overall I think with better parking throughout town, safer walkways and beautiful streets for us locals and some beautiful/artistic signage for the vistitors, the draft is on the right track. I'm excited to see this beautiful town evolve into it's full potential. Thank you for addressing this overdue plan for Raymond Terrace.	
31	Hopefully the upgrade will commence sooner rather than later.	
32	I believe the lower end of King Street and Bourke Street West should be included in the Public Domain Plan. There should be more attention paid to the Heritage value of King Street and its development as an area of attraction. I would like to see William Street converted from a vehicular priority street to a pedestrian priority street. Creating a link between Bourke Street East and Bourke Street West may help achieve this.	
	A major concern that needs to be addressed is the walkway for all the children in Raymond Terrace that walk to Hunter River High. At the moment it is not the safest for a child to walk due to the amount of bushland and areas that become secluded. In the mornings they are not as many kids walking together hence kids walking by themselves can be a risky walk and most kids are unable to get free bus travel. Safety should be paramount.	
33	In regards to the trees, Raymond Terrace looks beautiful with all the jacarandas in bloom so trees that are visually pleasing like the jacarandas or palms (this will also allow people to still see William St shop instead of the signage being hidden with full trees.	

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It's a good start but unfortunately not enough attention to making the riverfront path safe... the last third of the riverfront down the bridge end is unsafe at day and night... this area all around the bridge needs major attention to make it one of the focal points... lighting displays and only low growing perennials and high growing deciduous shade trees ONLY and all evergreen trees removed as too many people followed/harassed around there...

Please attend otherwise the problems will continue and people won't go there.

Also would appreciate other species of trees considered. Spotted and lemon scentedand other gums are perfect for large areas where there are NO PEOPLE/CARS but totally inappropriate as street trees. It's well known that they drop limbs and are dangerous to be under. Google widow makers.

Also disappointed that the tourist attracting jacarandas have not been co to yes in the plant selection for RT. In November the streets are photographed, draw crowds and are historically relevant to the Suburb. Instead on Pointciana's can we pls look at the co ti ustioni of Jacarandas?

Also disappointed with the plant selection of other trees. Most of the ones chosen are drab and not in keeping for the major regional centre for Port Stephens. RT was gazetted in the early 1800's. The plant selection could reflect this and solidify the historical nature of the town, pepper trees, jacarandas, oaks, Magnolia grandiflora, olive trees, fruit trees just to name a few. Please look at the historical plantings and skip the ugly non shade producing pines/palms.

- 34 Thank you!
- 35 Water park/play at bridge
- 36 Start making the terrace an ATTRACTION

It's a drag of a plan. Try a small park that covers the senses. Groovy lights, Interactive water park

Historical trees with flowers.

There used to be a vineyard across the river. Even some grape vines. Get creative council, you can do it!!

No killer gum trees please. With global warming our days will be hotter and him trees even more likely to drop branches and come down in storms.

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38	Too many weirdos near bridge - need a lot of action down there so they go somewhere else they can hide	
39	Good lights and clear of trees and shrubs with heaps of family things so weirdos go somewhere else	
	Yes please, A water slide or water bucket	
	Pretty flowers	
40	A safe area for kids to play in that is enclosed, shaded, safe and pretty along bridge end of river so that it will be fun.	
41	More deciduous trees to give shade in summer and sun in winter	
42	Oaks, ornamental pears, magnolias, jacarandas, pepper trees, crab apples, crepe myrtles, poplars.	
43	We need some attractive flowering low growing plants as well - in keeping with a country/rural aspect. The plant selection would be suitable up at the bay but not down in The Terrace.	
44	'Raymond terrace has so much potential: -Night markets similar to Maitland markets or Farmers Markets would be awesome? - Raymond Terrace services such a large regional area and lacks a showground or centralised social community area, I think the regional users would appreciate something like this? - Revitalisation of old spaces (historic spaces) in the CBD have so much potential I would like to see these promoted and reused - similar to Morpeth?	
45	Raymond Terrace is an important part of Port Stephens and the town centre needs to be upgraded and welcoming. Very little has changed since the Marketplace was built, the town is very tired and sad looking.	
46	Do something to betta what we already have in the town no one cares about a pretty little path in a corner of town no one uses fix the things that need to be fixed first help get our youths of the streets	
47	Please improve cycle/walk ways between riverview ridge and cbd along newline rd. Clean up park on William bailey st. Bats have ruined it	

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More cafes and restaurants needed on waterfront to make it attractive for people to visit.

Appendix 2

WORKSHOP AND TOWN WALK

Captured responses What's exciting about the Plan?	Any concerns?	What's missing?
Reduced traffic flow on Adelaide St, and a more inviting gateway into Raymond Terrace	The Plan wont deliver	A bus interchange
Transformation of Terrace Central as a space to linger and gather	King St not included as a focus area	Reducation in number of parking spaces
Shaded rest areas	Pedestrian safety, direction and speeds of traffic	Directional signage to find parking
Activating William Street		Engagement with business in town on projects
Greening and tree planting		River pagolas for markets
Focus on pedestrians- create a safer place for pedestrians		Roundabouts (William Street) safety- could be impoved with lights, smaller shrubs planted

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